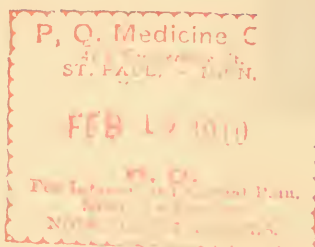


HON. J. A. JOHNSON



Commitments of,



HON. J. A. JOHNSON





J. A. Johnson

Augustus
HON. J. A. JOHNSON

A PARTIAL COPY OF
HIS LETTERS, TRAVELS AND
ADDRESSES

COMPILED BY
Johnson, Malheur
ALICE E. CHESTER AND
LAURA A. JOHNSON



FARGO, N. D.
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DEDICATED TO

Our Mother

IN LOVING MEMORY OF OUR FATHER
THIS PARTIAL COPY OF
HIS TRAVELS, LETTERS AND ADDRESSES

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BIOGRAPHICAL SKETCH

BIOGRAPHICAL SKETCH

J. A. Johnson was born in Vexio, Sweden, April 24, 1842. He came to this country with his parents in October, 1853, and settled in Marine Mill, Minnesota. During his boyhood he attended the public schools in Stillwater, Minnesota, and Dubuque, Iowa, also the Epworth Seminary at Epworth, Iowa.

At the beginning of the war he was in Texas, where he had gone to embark in cattle-raising, stayed too long after secession began, was given the choice of volunteering into the Confederate Army or hanging. He volunteered and became a Texas Ranger, serving under General Cabel. He was in four battles, and was wounded in the cavalry charge when General Ben McColluch was killed at Pea Ridge, Arkansas. He was at Corinth, Mississippi, and later with J. Kerby Smith in Kentucky. He became an officer in the Confederate Army, and served on the staff of General Daniels of Georgia. The time he had agreed to serve expired while at Corinth, Mississippi, May 29, 1862; he then felt he was under no legal or moral obligations to stay, so went to Seymour, Indiana, October 13, 1862, at the evacuation of Camp Robinson, Kentucky. In Seymour he went railroading, and was promoted rapidly; became an engineer in fourteen months, then went South for the Government, the youngest man in the service holding such a responsible position; he went over the same ground where he had been as a Confederate officer and soldier. He was mustered out at the close of the war with the rank of Major. At the close of the war, he went to St. Louis, Missouri, where he married Miss Agnes A. Coler, who is still living. They had six children; viz., Alice E., J. Chester, Clarence F., L. Ward (dead), Laura A., Lawrence E.

Mr. Johnson engaged in the farming and lumbering business in Marine Mills, Minnesota, where in 1872 he was elected town clerk. In 1873 he was elected Sheriff of Washington County, being re-elected in 1875 and 1877. At each re-election he received every vote cast in the county, a distinction never accorded any other man before or since.

In 1879 he was again offered the Republican nomination for Sheriff, with the indorsement of other political organizations, but he declined, and that fall he came to Fargo to look the ground over; in March, 1880, he again came to Fargo, and established the first branch machinery house in the interests of Seymour, Sabin & Co., in which corporation he was a large stockholder. From that branch house, established by him in 1880, has grown the implement distributing business in Fargo, until Fargo to-day ranks second as a distributing point in values.

While Sheriff of Washington County, Minnesota, he studied law in the office of Judge William McClure, and was admitted to practice in all the courts of Minnesota and Dakota, although after coming to Fargo he only used his knowledge of law for his own business.

He was always a Republican; he cast his first vote for Levi P. Morton for Governor of Indiana, and his second vote for Abraham Lincoln for President.

He was honored in many ways, he was elected to the City Council in Fargo for two years, but after serving one year he resigned and was at once elected to the Board of Education. In 1883 he was elected a member of the American Committee of the Statue of Liberty. Was elected Mayor of Fargo in 1885, defeating Charles R. Redick by the largest majority ever given a candidate. Since then he has been elected four times, defeating his opponent by the largest majority ever given a mayoralty candidate. He was serving his fifth term at the time of his demise.

In 1884 he was nominated as the citizens' candidate for the territorial council in opposition to Hon. D. H. Twomey, one

of the most prominent lawyers of that time, and also a resident of Fargo. The result in Fargo was just three votes for Mr. Johnson to one for Mr. Twomey, and in the county of Cass Mr. Johnson's majority was over 1,300.

In 1890 he went to Caracas, Venezuela, where he assumed the duties of general manager for the Caracas and Venezuela Street Railway, Telephone, Electric Light, and Paper Mills, in which corporations he was a heavy stockholder; but owing to ill-health, he was compelled to return to the United States sooner than he intended.

In 1895, when he assumed the office of mayor for the second time, he found that the large tracts of land belonging to different railroads that center in Fargo had not been assessed for taxation as required by law. He at once had them assessed, and re-assessed in 1897, and at the convening of the North Dakota Legislature that year he was before that body with a law permitting the going back to 'statehood and assessed the property that had not been assessed. He met the railroad lobby, defeating it and securing the passage of the act by a more than two-thirds vote, and having the Governor approve it, and it is now a law. When the retroactive assessment was made by the County Commissioners, he did not think it was a just assessment and requested the board to raise it, but they refused to do so. He then went before the State Board of Equalization and again met the railroad attorneys, but secured a raise of twenty-five per cent over the assessment as made by the County Commissioners.

He was one of the organizers of the League of American Municipalities, an international organization of municipal officers. The first meeting took place at Columbus, Ohio. Mr. Johnson was given a very prominent part by having a new issue to discuss; that of "Uniformity of State Laws Pertaining to City Government." He presided at the session where the constitution was adopted and at the election of the first officers; and had the honor of introducing Hon. John MacVicar, the first President;

at this meeting he was made Vice-President for North Dakota. Out of 600 municipal officers present, he was selected to make the presentation speech on a set of books on "Municipal Ownership," to Mayor Black of Columbus. Since this meeting he has served as Director, Vice-President, and later as President of the organization — being unanimously elected to the position at Charleston, South Carolina, in 1900. At Jamestown, New York, he was greatly honored by having the Presidency of the League offered to him the second time, an honor never accorded any other President; but Mr. Johnson refused, giving as his reason that there were many mayors in the League — both representing cities of greater habitation and years older than himself — and he felt some of these should have the honor of this office.

Before the League he delivered addresses at Columbus, Ohio; Detroit, Michigan; Syracuse, New York; Charleston, South Carolina and Jamestown, New York. He was invited to address, the League at East St. Louis in 1903, while he was ex-mayor, but illness would not permit him to accept.

He was invited to and delivered addresses on various subjects in many cities in the Union.

He was one of the six mayors invited to deliver, and did deliver, an address on Municipal Day, August 26, 1901, at the Pan-American Exposition, Buffalo, New York. The Directors of the Exposition gave a dinner for the six mayors selected to deliver addresses. During this trip he delivered addresses at Chautauqua and Long Point, New York.

He had many honorary appointments given him — such as Colonel on the staffs of Governors Pierce and Fancher, Governor Fancher also appointed him a North Dakota delegate to the Farmers National Congress, Colorado Springs, Colorado. Governor Sarles appointed him as delegate to the National Immigration Convention in New York and to the National Irrigation Convention in Portland, Oregon.

He, with Budd Reeve of Buxton, North Dakota, organized

the Tri-State Grain-growers Convention, which brings thousands of visitors to Fargo; he was made the first President of this organization and served in that capacity until he refused to longer hold the office, when he was unanimously elected Secretary, which position he held until the meeting in 1906, when sickness compelled him to decline the honor of the office again.

For every meeting of the Tri-State Grain-growers, he alone secured the railroad rates, the money for the Convention and to publish the proceedings sending the books to the farmers free, until four years ago, when the Commercial Club of Fargo secured the money to pay for the Opera House, music, stenographer and incidental expenses, Mr. Johnson still secured the money for the publication of the books, except one year the State published the book and last year, when sickness would not permit him and the book was not published.

During a meeting of the Tri-State Grain-growers Convention, Mr. Johnson prevailed upon Mr. James J. Hill to bring delegations of farmers, during the summer, to visit the Agricultural College. Mr. Hill, always glad to help the farmers, agreed to Mr. Johnson's proposition, and continues bringing the farmers each year to Fargo free.

He, with Congressman Spalding, secured the Carnegie appropriation for the "Public Library" Fargo, he was also instrumental in securing the site for the library, and it was through his efforts that John F. Reynolds Post, G. A. R., now have a hall of their own in the Public Library, without his help this could not have been secured.

When Company "B" were on their way home from the Philippines, the committee decided to sell badges and so raise money to bring the "boys" home from San Francisco, free. Mr. Johnson put his shoulder to the wheel and succeeded in selling more badges than any one else. He also secured the "Spanish Cannon," from the Battleship Castile, the cannon now stands in Northern Pacific Park in Fargo.

He was always the friend of the laboring man, and his friendship was returned, he was always keenly interested in anything to help Fargo, anything which would benefit the "Biggest Little City In The World" a phrase he coined years ago, in describing the city he loved, "Fargo."

In 1897 he was appointed to the Consulship to Gothenberg, Sweden, but felt compelled to decline; this earned for him the title of "The Fargo Freak" and was cartooned as such in the newspapers in Minnesota and North Dakota. This appointment was offered Mr. Johnson without solicitation on his part and there were more than forty applicants at the time.

He was twice offered the position of Deputy-Auditor of the Post Office Department of Washington, D. C., and in each case felt compelled to refuse the offer. He more than once refused the Secretaryship of the Commercial Club of Fargo and refused the appointment of Receiver of the Land Office in the western part of the country.

At the time of his death he was serving as President of the Municipal League of North Dakota, an organization in which he was greatly interested, his associates being all broad-minded, progressive men.

He travelled extensively, having crossed the ocean twelve times, had visited South America twice; the West Indies, four times; Central America, two times; and innumerable times to Mexico, he had travelled throughout Canada, from Nova Scotia to British Columbia, Alaska and every state in the United States. On his last trip in Europe in 1900-01, where he went in the interests of Sault Sainte Marie Railway, while in London, he was invited to attend Installation banquet in the Hotel Cecil, of the Jubilee Masters lodge No. 2712, to be the guest of honor, and to speak at the banquet. Also during this trip he was invited to a "Conversazione," "to meet the Lord Mayor of London."

Mr. Johnson was a member of the various Masonic bodies, including the Knights Templar and Mystic Shrine. He was



J. A. JOHNSON
AT THE AGE OF TWENTY-THREE

one of the charter members of the Knights Templar of Fargo; before coming to Fargo he was a member of Bayard Commandery of Stillwater, Minnesota, and an officer in the order.

He was a member of B. P. O. E. and U. C. T., the I. O. O. F., having held the position of Deputy Grand Master of Minnesota. He was also a member of the Minnesota Pioneers, and North Dakota and Cass County Old Settlers Associations, an honorary member of the Continental Hose Company of Fargo, and was one of the charter members of the Locomotive Engineers Association of Indiana. A member of the Volunteer Firemen of Seymour, Indiana.

Although Mr. Johnson had always fought the railroads in the interests of the people, it may be interesting to note, that the first trip he made to Fargo he came on a pass, and for the more than twenty-seven years he was a resident of Fargo he carried an "annual" whether he was an official or not; before the Interstate Commerce Law, they were over the system; after that for the state; but the railway officials never forgot their New Year's gift.

On June 14, 1907, at 8:00 A. M., he died at his home in Fargo of Bright's disease, having been afflicted with it for eighteen years. From 12:00 to 3:00 o'clock on Sunday, June 16th, he lay in state for the public. At 3:00 o'clock Reverend R. A. Beard took charge of the services, which were private, as Mr. Johnson always disliked display at such a time, believing all should be as quiet as possible. At 4:00 o'clock the Knights Templar read their beautiful service and "kept watch" over him, till the departure of the Great Northern train at 10:30 P. M.

Mr. Johnson was interred at Marine Mills, Minnesota, June 17th, under the auspices of Bayard Commandery of Stillwater.

TRAVELS

TRAVELS

Only a few of the travels of Mr. Johnson are published, it would be impossible to publish all in this volume as he has written them. He crossed the ocean twelve times, visited the West Indies four times, took two trips to Central America also two to South America, was four times to Mexico, visited in every state in the Union, and through Canada from Nova Scotia to British Columbia — he also made very many interesting short trips.

He always kept a strict account of all, and made interesting notes of what he saw.

NEW ORLEANS

My family and I left Fargo for New Orleans. Our first stop was St. Paul, then Chicago and St. Louis. The morning after we left St. Louis I woke up at Belmont, Missouri, where the battle of Belmont was fought in November, 1861, between Generals Grant, McClellan, and Logan of the Union troops, and General Leonidas Polk of the Confederate troops.

Crossing the Mississippi River on the transfer steamer St. Louis to Columbus, Kentucky, we saw some of the fortifications erected by the Confederates under General Polk to prevent the Union forces from passing down the Mississippi. This place was supposed to be, by the Confederates, impregnable, but Generals Grant, Foote, and Porter did not agree with them. At this place, we found about three inches of snow. We saw snow as far South as Corinth, Mississippi. We arrived in New Orleans three hours late, caused by the wreck of a train on another road.

Next day we visited the United States Man-o'-War, "Tennessee" one of the largest vessels in the United States Navy. She carries a crew of 476 men. The United States Ships "Alliance" and "Yantic" are also here, the "Yantic" was one of the vessels on the Greeley relief expedition.

We also visited the French Market, one of the sights of New Orleans. Here you will find every conceivable thing for sale and men of all nationalities under the sun, almost.

We next went to the United States Mint. Here we saw silver bricks to the value of \$800,000, ready to be coined into silver dollars. We saw the various processes of the coining of silver from when it goes into the furnace till they turn out the shining dollars. The last process is the dye or stamp, that has a pressure of eighty tons and turns out \$80 per minute.

We next went to the Jackson Square. Here we saw the bronze statue of the hero of New Orleans mounted on a large horse, standing on its hind legs. The statue is a remarkable good one, as it even shows the stitches in the seams of his boots and the nails in the horse shoes, sword, spurs, etc. On the granite base are the words, "The Union must and shall be preserved." We also saw Live Oaks, magnolia, orange trees and oranges on them; banana trees and shrubs and flowers of every kind. Next we went to the French Cathedral, this is one of the handsomest church edifices in the United States as well as one of the oldest. In the church the paintings, statuary and scenes are exceedingly fine. Among the paintings is one representing "The Lord's Supper." The rocks sundered in twain, and the Lord coming forth to meet Mary Magdalene.

We then visited the statue of Henry Clay on Cannal Street. This is a bronze statue, he stands in full dress with a roll of manuscript in his hands as though he were about to make a speech. Then came the Robert Lee statue, this also is bronze, standing on a tall white shaft. The shaft stands on a granite base. There is not a letter of any kind on either monument or base. From



THE J. A. JOHNSON RESIDENCE, FARGO, N. D.

here we started for the Battle-field of New Orleans on the steamer Isabel. We saw the United States National Cemetery, of 14 acres of ground, in which there are 13,000 Union soldiers buried, A quarter of a mile north, and up the river from this place is where General Jackson had his headquarters and where the Americans had their fortifications, some of which are still to be seen. While about 300 yards down the river was Lord Parkhouse headquarters, with four Live Oak trees and the British line, Lord Parkhouse was killed under these trees and his entrails are buried there. In one of the trees you can still see and put your hands on two cannon balls that are imbedded in it.

Then came Spanish Fort, the old Fort said to have been built by the Spaniards when they owned the country. We also saw here six of the largest alligators on the trip. We heard the Mexican band of 40 pieces, which gave a concert in the afternoon. You will find many summer hotels at this place. We now took a sail boat for Lake Ponchatrain (part of the Gulf of Mexico), here, like at Spanish Fort, there are large alligators, summer hotels, nice walks, shrubbery and flowers in profusion. They have also a puzzle garden arranged in the walk, wherein you are liable to have to retrace your steps a half dozen times before you get through. In this garden are statuary, in marble and bronze of various kinds, grottos, fish ponds, etc. This place and Spanish Fort are as nice as any places we have ever seen in the South.

We took the train for the Cannal Street Cemetery, where we saw marble busts of Lee, Stonewall Jackson, Polk and A. S. Johnson, with a Confederate soldier done in marble also, standing in full uniform on the top of the monument. This was erected in 1874 by the "Ladies Benevolent Society of Louisiana."

The tombs are all built on top of the ground, as the soil is so soft and wet that you cannot bury in it.

We saw one of the relics of the Civil War in the shape of a torpedo boat, made something like a fish with a propeller wheel which was intended to be used with compressed⁷air. It was

to go on top or under the water, as it might be needed. This boat was tried several times in Lake Ponchatrain and several men were killed in the experiments before the Confederates gave it up as a failure. We took boat and went to the Customs station, Forts Eads, Jackson and Philipps and the quarantine station, then we returned to the city. Before leaving we saw the Mardi Gras procession. It was a grand and beautiful sight, we spent a day and evening at this and then left for Mobile where we stayed several days, then to Memphis and Nashville and from there we started on a trip to all the old Southern battle-fields, to describe it all at this time would be too tiresome for you to read. After spending some time in the South we left for Fargo, arriving there a warm spring day, to find that the man we left in our home had let the water pipes burst, and the greeting we received was plasterless ceilings on the lower floor of the house.

CENTRAL AMERICAN TRIP

Left Fargo for Central America on January, arriving in St. Paul next morning where I was joined by Mr. Joseph Schupp of Stillwater. We then went on to Chicago, where I called on an old Seymoure friend, W. R. Woodward, Gen. Supt. Louisville, New Albany & Chicago Ry. Our next stop was at Seymoure, Indiana, where I met many old-time friends, among them being C. B. Cole, Supt. O. & M. Ry., Andy Ross, Master Mechanic, George and Isaac Apgar, and others. From here we went to Chattanooga, where we spent the day visiting Fort Wood, the point from which Generals Grant, Thomas, Sheridan and others watched the Union troops as they ascended Mission Ridge in the face of General Braggs Command. We also visited the National Cemetery where repose 12,976 Union soldiers, representing every state in the Union with Ohio in the lead, having 1,847 and Maine only one and Minnesota 107. Our next stop was at Memphis. I went to the Overton Hospital (now used as the court-house,) and found

the room which I had occupied while I was sick in 1862. The old place had a very familiar look to me. Left here for New Orleans where we arrived and called on Mayor E. A. Burke of the Times-Democrat. He is very much interested in Central America, and gave me letters of introduction to the various U. S. Consuls and prominent men, including the President and Commanding General of Honduras. After spending several days in New Orleans, we then boarded the Steamship, Wanderer for the South. The steamship did not leave in time, not being able to start until 2:15 P. M. and steamed down the Mississippi past the Chalmette, the battlefield of New Orleans. The sugar and orange plantations showed the effect of the recent cold snap they had, looking seared and yellow. At 7:30 the fog raised so we cast anchor near the west shore, where we stayed all night.

Next morning at 7:30 A. M. we weighed anchor and went on down the Mississippi for an hour and a half, when the fog again rose, and we again cast anchor, and in doing so came very near being run into by the steamship, Louisiana, a large iron steamer she loomed up in the fog, going up the river. Had not our pilot as well as hers, not acted promptly, she would have cut us in two. As it was, she did not pass over ten feet from us. At 10 o'clock we again proceeded down the river. We passed the quarantine station, where all vessels going up must stop and get a clean bill of health.

We also passed Fort Jackson and St. Philipps, now practically abandoned. It was at these forts the Union Fleet made such a heroic fight in the Spring of 1862 under Admirals Faragut and Porter, taking both forts and passing through the net-work of torpedos so as to capture New Orleans. We passed the jetties into the Gulf of Mexico at 1:15 P. M. Here we found the difference between the river and the sea. The temperature was warmer. The sea itself is just rough enough to give the vessel a delightful motion. The sun set under a bank of clouds making it a most beautiful sight.

Last night, January 24th, the vessel tossed more than any time since we left land, and several of the passengers were quite sea-sick. Mr. Schupp and myself were fortunate in not being affected by the tossing of the ship. The sun rose bright, the wind had changed from south-east to west, and the vessel had her sails hoisted to assist her engines. We, this morning, saw flying-fish in schools. They stay over the water as long as their wings are wet; as soon as dry, they take to the water again. They can fly as far as three hundred yards with the wind.

At 2:00 P. M. we crossed the bows of a large steamer apparently coming from some Mexican port and bound for Cuba. She carried all the sails she had in addition to her engines. She passed about one mile astern of us. The wind had become quite sharp and several more of the passengers were absent from the dinner table. At 4:00 P. M. we saw a sail on our starboard bow going toward the Mexican coast. We saw large numbers of porpoises which follow the ship for some time, jumping in and out of the water like sheep or hogs jump over a fence. The porpoise looks very much like a hog as it jumped out of the water. I am told that their flesh looks and tastes like pork and that their liver cannot be told from hog's liver.

Last night it was quite rough, the wind being on our starboard. The vessel lying in the trough of the sea rolled badly. About 12:00 the wind changed to the south-west and the sea became quieter so that after 3:00 A. M. we had comparatively smooth water. During the night we passed the Mexican Capes Catchehe (pronounced Catchute) and Contoy, and the Islands of Mangeres (pronounced Mohara) and Cancu, called Cancan, and when we arose we could see the Island of Cozumal, with its cocoa groves, coffee plantations, etc., this island is about ten miles from the main coast of Yucatan and belongs to Mexico, is thirty-five miles long and fourteen miles wide. It raises bananas, plantains, cocoanut, coffee and other tropical products. We stopped at this island to land a passenger at the village, San Migueuel. He

goes there to look after a wrecked brig, loaded with mahogany. We followed the shore for about 20 miles, being all the way from one quarter of a mile to a mile from shore. We could distinguish the cocoa and other trees.

After leaving Cozumal the wind went down and the Carribean Sea, that we had been in all day was as fine a sight as any one could wish to see. The sun went down in the west with a prospect of a quiet night. The only sails we saw to-day were fishing-boats off Cozumal and one of these was drawn on the beach as we passed it. At 12:15, at our request, the First Officer called us to see the Southern Cross, something none of us had seen before. It is a beautiful sight, four stars forming it.

The sun rose next morning, bright and quite warm as we came on deck, we could see the Mexican shore on the starboard and could readily distinguish the cocoa groves.

At 8:00 A. M. a Belize pilot boarded us and at 8:30 Maurgie Key on the port and English Key on the starboard, came in sight as well as the hills of British Honduras. We cast anchor at 12:20 and, as soon as possible, procured a boat and went on shore.

The city of Belize is situated on a low point of sand on both sides of the Belize River. It contains a population of 7,000, composed principally of Caribs. These are a mixed race — negroes and Indians. The “niggers” are supposed to have been from some slave ship being stranded on the shores and the survivors intermarrying with the Indians. They are a hardy and intelligent people. They form the laboring population; speak a lingo of their own, it is neither English, Spanish, French or anything else, but seems to be a mixture of all, though they nearly all speak English.

There are two companies of soldiers here in which the privates and non-commissioned officers are natives. In the Market House the women have a shed where they sit and squat with the scantiest of clothing, with babies from five years old, down, and

such a babble as they make. They sell all kinds of tropical fruits, though plantains seem to be the favorite.

This is in every sense of the word, a tropical city, everything goes to assure it. The shade trees here are nearly all cocoanut palms and the wealth of flowers is beyond description. We here saw oleanders so large that a man could climb upon most of them, and as for roses, foliage plants and all kinds of exotics, they are as common as weeds.

The business here is mostly in the hands of a few Scotchmen, who have grown wealthy. They make most of their money out of the mahogany trade which they practically have a monopoly of. They do not want any one to come in here. They have a good thing and practically say to strangers "hands off." They are not progressive; are not connected with the outside world by telegraph or otherwise, nor do they want to be. There are no roads leading into the country and though rich in natural resources, they do not seem to care to develop these riches. They get their mahogany floated down stream and fruit from its banks and that is all they seem to care for. We visited various points of interest, including the barracks and also called upon Honorable A. E. Mortland the U. S. Consul here, and were very pleasantly entertained by him. One peculiarity of this place is, that all business houses close their doors promptly at 4:00 P. M., and another is, that there are no places of amusement. They have no theatre of any kind, and never had.

We also visited one of their schools and found from 50 to 60 scholars with a man teacher in attendance. It seemed to be a primary school and I would like to have seen Professor Smith or any of our Fargo teachers go in there. I think you would smile, which I would enjoy to see. I will not make any comment on these schools but will simply say, that our children do not know when they are well off.

We staid at the Union Hotel. At 9:00 P. M., the fire alarm sounded, and on going out we found one large and two small

frame buildings in flames. We inspected their fire department and found two old fashioned hand brake engines, such as were used in the United States 50 years ago. I fancy any city in the United States of 1,000 population would throw these fire engines in the harbor in less than 15 minutes.

On Wednesday, in company with Mr. Mortland, we visited the Colonial Prison, where we found 70 prisoners, with one under sentence of death. The Prison is located on the shore of the harbor, is large and very clean and nice, with the cells hardwood floors and sides. It is a place that would not hold an ordinary American prisoner over night. We also visited the hospital and insane asylum. There are only nine patients in the hospital of which three were paupers; the rest pay 25 cents per day. Connected with the hospital is a public dispensary where people without money can get medicine. It was in charge of Mr. Egan, a colored man.

There were 20 patients in the insane asylum. We also visited the Exposition, it was about over. They were boxing the goods, preparatory to sending them to London.

In the afternoon we called upon his Excellency, Governor R. T. Goldworthy, where we were treated with all the courtesy it was possible for him to extend to us. We were invited to dine with him on our return. He showed us through his garden, which contains everything that man wants on his table. At 4:00 P. M. we got into a dory and were taken back to the ship, and left Belize at 8:00 P. M., well pleased with our stay there. Thursday we landed at Livingston, Gautamala at 9:30 A. M. The steamer George Munsy came alongside to receive our cargo for the port, she also had on board cocoanuts, sarsaparilla, coffee and hides for the United States.

Livingston is a port of considerable importance, at the mouth of the Rio Doad, a stream which is navigable by the steamer Muncy and other river boats for some distance.

The town contains some 2,000 inhabitants of which about

200 are white mostly Americans, the rest are Caribs and natives. Among the Americans that we met were Dr. Powlett, U. S. Consul of New Orleans and Mr. Ford of Louisiana, he has been here in the mahogany trade for the past 18 years. We did not land here to-day on account of our steamer not staying long enough for that purpose, but we will do so on our return. From here we can see British and Spanish Honduras and Gautamala with mountain ranges from 30 to 75 miles distant, in a semi-circle around the anchorage. We left Livingston for Santo Tomas and Puerto Barrios, two Gautamala ports. At Puerto Barrios there is a railway started for the Pacific coast about 250 miles distant, but on account of a "revolution" and lack of funds the project is for the present abandoned. It is graded 62 miles back.

Santa Tomas is a village of some 1,500 people. Puerto Barrios is about three miles away. Santa Tomas has by all odds the best harbor of the two, it is an old Belgian settlement, having been settled in 1843. It is a very pretty place and has three navigable streams emptying into the bay close to the town. We went ashore here and found it like all other towns in Central America. We found a few white people who controlled the business, while the natives do the laboring. We here for the first time saw the native huts, they are built on poles, sit perpendicular and tied to horizontal poles with vines. The upright poles are about one half to two inches apart, so that you can see through, and see what people do in them as you pass in the street. The floor is the earth and in one corner is a sort of brick oven or fire on the floor, where they do their cooking without chimneys, the smoke escaping through the sides or ends between the poles. In one of these huts we saw a native woman prepare the supper, and grind the corn for Tortilla or corn dodgers. This is done by placing the corn in a shallow semi-circular stone dish, about 18 inches long and 10 inches wide, they then soften the corn with a little water after which they take a small stone 7 x 3 inches and rub the corn until it becomes a paste when it is made into

cakes, about 4 inches in diameter and one half inch thick, they put this cake on a flat piece of iron and bake it, without any seasoning.

We left Santa Tomas at 11 P. M. arriving at Puerto Cortez. Here we called upon General E. Craft the U. S. Consul who paid us every attention, and Hon. J. Benjiman, U. S. Consul, he like all that we met, treated us well, and went with us to the Custom House where our baggage was inspected and passed without any difficulty and were taken to the American Hotel, where we found very comfortable quarters. In the afternoon, we strolled along the beach, picked up various kinds of shells. In the evening, we attended services in the Methodist Church; the only Protestant church in this part of Honduras, if not in the whole republic; the natives being nominally Catholics. The church has a membership of 41. The services were performed in a creditable manner by a black man.

In this bay are several towns and villages, the names being Puerto Cortez the principal place and Coro, Laguna, Cuguita, Tulian and Omoa. Each contains a population of about 4,000, lying in a semi-circle of about ten miles. Puerto Cortez is the port of entry, contains the Custom House, the headquarters of the Commanding General of the district, etc.

Mornings and evenings we can see myriads of parrots, macaws and cockatoos flying to the banana and fruit plantations and returning to the coast to roost at night. We could also hear the baying of the baboon in the timber. This, we were informed, was a sure sign of approaching rain.

To-day, Sunday, we accepted an invitation to dinner with Hon. J. Benjiman. He made it very pleasant for us indeed, showing us very many interesting things. He is engaged in stock-raising along with his Consular duties.

Mr. Benjiman sent after and returned us in his dory. This is a large canoe, thirty feet long and five feet wide, made of a single white mahogany sometimes called Adar.

After returning to Puerto Cortez in the evening, we spent about two hours at the home of John D. Morralies, formerly of New York. He has been here for eighteen years and, like all others who have been here for a long time, like it.

We expected to leave Puerto Cortez on Monday, but unfortunately for us there was no train, so we were forced to stay here. The following day we left at 8:30 A. M. for San Pedro. Our first stop was at Laguna, about two miles from the place of starting. Here we stayed till 9:30 A. M. At 10:30 we were ten miles from the starting point. Here our engine was out of wood and we stopped to cut some, which took about thirty minutes. This I am told is an everyday occurrence. To provide fuel and run the engine requires seven men; viz., one engineer, one fireman one passer, and four wood choppers, one brakeman and one conductor. With the train, next to the engine is a flat car, with low sides. On this, long sticks of wood are thrown. The engine starts and the wood choppers get to work to chop into the required length, which is about what would go into an ordinary cook stove.

The road runs on the North shore of the Rio Chalmilian, while on the North side of the track we see mountain peaks running back from a few rods to one or two miles. Along the road we pass numerous banana and plantain and cocoanut groves, out of which the owners make a good deal of money, and would make a good deal more if they took the least care or cultivation of the ground, but they will not do so, their manner of doing is to cut down the timber, let it lay till it dries, then burn it, then set out small shoots about 15 inches apart, then they are not touched till the fruit is ready to be cut down, which is 7 to 9 months according to the season. The fruit reproduces itself in the way of shoots like suckers on corn, and one stock will only produce one bunch, it is then cut down and one or more shoots takes its place, and that operation is repeated from year to year as long as the land will bear it, which is from five to fifteen years, according to the quality of the land. The land is then allowed

to grow up again and another place is cleared and the same operation is again gone through with.

Our passengers comprised all shades, the majority being white with several women who had been down to do their shopping, and to sell their fruit. They seem to buy bright enough things which are even gaudy and showed well regardless as to whether it became them or not. They nearly, if not all smoked all the way up. Among the passengers was one of the mail carriers. This man starts from San Pedro for Tegusalpa, the capital, a distance of some two hundred miles. This distance he makes on foot in five days, carrying a mail bag of not less than twenty-five pounds on his back with a strap across his forehead. For this service he receives \$7.50 each way or \$15.00 for the round trip out of which he must board and clothe himself. His name is Demadrio Cantirito, he has been in the service for six years.

In addition to seeing the magnificent tropical foliage, which is the grandest sight that man can see, we have seen mahogany used as railroad ties as well as for fuel for the locomotive, and by the natives in building their huts.

We arrived at San Pedro at 5:05 P. M. being eight and a half hours coming thirty-six miles, and we were told that this was remarkably good time. San Pedro is the nicest looking place we have yet seen. It is in a mountain valley, has pure springwater flowing in ditches through its streets. It has a population of about 3,000 among them being a number of Americans. Here are large stores and a saw mill, Dr. Mitchell tells me that \$300,000 would not cover Martin Cabus' stock of goods which he carries in various departments. We left San Pedro at 4:30 P. M. with five mules, one burro and pack mule and Isadora Bardallas as guide to Santa Barbara.

We forded the Chimilian River some seven miles south of San Pedro at sundown, then continued riding until 10 P. M. when we stopped at an Indian pueblo or village called Via Nieva twenty-four miles from San Pedro. Here we went into an adobe

house, hung up our hammocks with Messrs. Schupp, Perry and myself as well as our guide and the man and woman of the house all sleeping in the same room. We arose at 5:30, bought some eggs, cooked them, had some coffee and started at 7 A. M. The first three or four miles the country was level and heavily timbered, the same as it was last night, then we began to ascend mountain ranges and at 9:30 we overtook a pack mule train near the top of one of the ranges. We continued to ascend and descend mountains till 11:15 when we came to a valley where we found water, here we camped for dinner and rested till 2 P. M. We started on our journey again, and when we got to the top of the mountain we found them heavily timbered with pine, while there was good grazing all the way with plenty of water for stock. The level and valleys are timbered with mahogany, rosewood, satinwood, royal palms and other tropical trees and vegetation. This forenoon we saw some very beautiful plumed birds, and one mountain cat crossed our trail about 300 feet in front of us. We met several pack mules going to the coast loaded with all sorts of tropical fruits.

The scenery is indescribably grand, but some of our ascents and descents remind one of going up and down stairs.

We next swam the Uola River, our baggage was taken over on a canoe, the river is very deep and swift but after we got over we all took a good swim. On one of the mountain tops we were above the clouds, and passed through a cloud about noon, at 2:45 we passed the Catholic Mission of Achinas, this is one of the missions built three hundred years ago. Later we came to a pretty little town, Leamie, which was the cleanest native place we had yet seen. The place also contained one of the churches built at the time of the Conquest, but it is in ruins, having been shattered so as to be unsafe, the dome entirely fallen, all caused by an earthquake, some 20 years ago, no one seems to know exactly how long, as they are not clear as to years and not one in ten can tell you their age or the time of day by the clock. We next came

to a town called Wallalla. Here we met Carlos Vintry who could speak English and who agreed to go on to Santa Barbara with us, we took supper and breakfast with him and swung our hammocks in the public house, built to shelter travelers, and when it is not used for that purpose should judge the cows take shelter there. At Wallalla they have another of the old churches, built over 300 years ago. It is built of solid masonry with dome, towers, buttresses, etc., ornamental carvings and stucco work. It is in excellent state of preservation, and is still used to hold religious services in. Inside it has some images, crucifixion, fount and pulpit, but no pews; the people kneeling or sitting on the hard flags during service. The population of this place is 561. Leaving here, we arrived at Santa Barbara at 12. On our way between Santa Barbara and San Pedro, we saw many interesting things, we have met many men and women carrying large and apparently heavy loads on their backs. The men are generally dressed in only a pair of cotton pants, some wear a shirt, and the women wear cotton dresses without sleeves, all are barefoot and wear straw hats.

Santa Barbara is one of the old Spanish Mission towns, it is the capital of Santa Barbara, the Governor and all the Department officers reside here. The church is a sort of cathedral church for this department. The town like all this Spanish-American country, has narrow and crooked streets, low dirty houses one story high. There is not a window with sash and glass in the town. At present the place is full of soldiers without uniforms or any apparent system, they are all barefooted and have old, poor arms to carry.

I find that there is a college in this town where they teach English as one of the branches.

We spent Sunday in Santa Barbara. We visited the cemetery which is very badly kept and has very few graves. We then went to the water power where there was formerly a saw mill, but that is only a ruin as there was not energy enough to keep it

up. This evening we saw a most beautiful sight. East of town is a very high mountain, part of a cloud covering the peak, rose, the sun shone on the green peak between the clouds, leaving part of the clouds above and part below the peak, making a sight worth going a long way to see.

We also had the pleasure of witnessing a review of troops, stationed here, about 400 in number they passed in review before the Governor-General. After passing they formed in a hollow square, went through the manual of arms and saluted the flag as it was being hauled down in front of headquarters. I have seen a great many reviews but this one beats them all.

The principal dress of the officers is a sword; all wear, as do the soldiers, light cotton shirts and pants, are barefooted and wear straw hats. No one attempted to keep step. There were several drums and bugles making as much noise as possible.

We left here for Tegusagalpa, we sent Isadora back to San Pedro with "Samanthy" my mule, but we kept Carlos to act as guide and interpreter at \$2 per day, he had to furnish his own mule and I had Isadora's which was better than "Samanthy." Carlos speaks English, Spanish, German and French, having been born on the island of St. Tomas and educated in Europe.

We spent Monday night in camp on the banks of the Maisgual, our next stop was Pueblo of Sahcappa, where the Alcalde showed his little authority and we had to show our passports for the first time. Next we came to the village of San Jose, but traveled on till we came to a creek where we spent the night. This evening we had our first anxiety since starting. Mr. Schupp started on ahead and we were detained over an hour because of our pack mule, we not understanding loading, in the meantime Mr. Schupp went on and we became uneasy in not overtaking him, Mr. Perry then went on and waited for us at San Jose, not having found Mr. Schupp. Carlos then made inquiries and found that he had gone on ahead with a moro to the next town. We sent a native on with a note asking our friend to come back, which he

did, he in the meantime worrying for fear we had lost the road. Our troubles multiply; two of the mules strayed away and it took several hours to find them. When we were about to start, as we were passing a native Pueblo, the Alcalde came out and served a notice on Carlos, claiming a man in San Jose owned the animal Carlos rode, that it had been stolen. Carlos assured him that he had a bill of sale at home, but no argument prevailed and the result was, that Carlos had to return to San Jose. In the meantime, Messrs. Schupp and Perry rode on while I stayed to see if Carlos could not be helped. This left us without either guide or interpreter. Of course I lost track of my companions, but continued on my way as I discovered I was on the right road and they must have gotten off of it. I went on and stopped at Pueblo of Siguatepeque at 5:30 without seeing my friend. At 8:30 they appeared, having lost the trail, but in the meantime Mr. Schupp got a very badly sprained ankle. We stopped at a house where the people are white and they got us a good meal. Next morning the sprain was in a bad condition, but he insisted in going on and, about the time we were ready, Carlos rode in; he had lost his animal at San Jose, the other man proving the ownership, so Carlos got a small mule to finish the journey with.

This morning we only passed over one mountain the rest of the way being undulating pine openings, but in the afternoon we ascended the longest and steepest mountain we have yet seen, but at the bottom on the other side, we found the bed of an old stream which we followed till we came to a native hut, we then crossed the River Chicito, which flows into the Pacific. We arrived at 11:30 P. M. at Commayagua, formerly the capital of Honduras, a city of 20,000 inhabitants. Some years ago the city was badly damaged in a battle which was fought by rival candidates for the presidency, and President Sota, who gained the day, moved the capital to Tegusagalpa. Commayagua, now has a population of about 5,000, it is the capital of the Department of the same name. There is a very fine church here and in it we saw the first

window glass since leaving San Pedro. They have a very good Cabella or Court House, the upper floor is used for officers and the lower floor is the market. Here you can find men, women and children sitting, squatting and standing, selling all kinds of native and imported articles.

We left here for San Antonia, twelve miles away, where we spent the night. We camped at the side of a brook in the spur of the mountains, then on up and down mountains till we arrived at the village of Protection; we left the mules outside the city as we did not dare take them in for fear we could not get food for them. We stopped in the House of Conception Carrios, whose daughter teaches school in the room where we swung our hammocks. I asked for some soap and was informed that they had none but would send to the neighbors and try to get me some, but none could be found. Wonder how they do their Monday's washing? We left here, arriving in Tegucigalpa at 9:30 A. M., where we found exceedingly comfortable quarters. We were served the first real meal we had since leaving the coast.

We are now at the capital of Honduras, having arrived this morning after a journey of one hundred and seventy-five miles on mule-back. The country between here and Santa Barbara is nearly all mountainous, with deep gorges, and here and there a valley and plateau — all good grazing lands, with mineral deposits cropping out in all directions. This is an old town. It contains from twelve to fifteen thousand inhabitants. In the Plaza is bronze statue on a marble pedestal of Francisco Morazan, the great Central American liberator — the only man who ever succeeded in keeping the now five republics in a confederation of states something like our states. After his death they got to quarrelling and the result is five weak republics instead of one strong one.

THE PLAZA

here is a beautiful flower garden. Facing it on one side stands the Cathedral, a very old and handsome building. The date of

its original erection I have not been able to ascertain. It was rebuilt (so the inscription says on the altar) in 1834. It is by all odds the finest building we have seen in Honduras. There are several other old churches here — all Catholic — and a few good buildings, several of which have glass windows in them. They have a public market house and it is worth going a long way to see. There you may buy almost anything you want, imported or domestic. Men, women, boys and girls stand, sit and squat here, offering their goods for sale. It reminds one of the oriental bazars. If you went to sleep in Constantinople and awoke here you would hardly note the difference. It is wonderful what a variety the people have managed to get in here, when you come to think that everything not raised here has been imported on the backs of mules.

THEIR SCHOOLS

are well advanced. They have a very good national college, in which English is taught as one of the branches, so that American travelers who come here a few years hence will find no difficulty in securing interpreters. The city is situated seemingly in the crater of an extinct volcano. You see every indication that at some remote period the whole country was a vast volcano.

The people here are in one respect just the reverse of ours — they never hurry. They take their time on all occasions. One of their principal expressions is, *Moniana, Senor* (To-morrow, Mr.) If you want anything or want anyone to do something for you, the answer is almost invariably, "*Moniana, Senor.*" Their motto is: "Never do to-day what can be put off till to-morrow." If you tell one of them to get feed ready for your mules at night ready for feeding early in the morning, the answer may be, "*Si, Senor* (Yes, Sir), but unless you watch him and get after him again, you will not get it. If you tell him to have your mules ready at six in the morning he will say, "*Si, Senor.*" Unless you punch him up you are lucky if you get them by nine and so on through the calendar.

RECIPES AND STYLES

I can also give you a new recipe for your laundry work. Instead of doing as you do, they have a much more simple way. A woman takes her washing to some stream, wades in to her knees, finds some convenient stone, rubs the clothes on it till she rubs holes in them, souses them in the water, hangs them on the bank till they are dry, takes them home again and the whole trouble is over.

The women only wear a colored skirt and one garment without sleeves, cut low in the neck, and the men, principally a pair of cotton pants with once in a while, a cotton shirt.

Since writing the above we have called on His Excellency, President Louis Bograu, a man of fine talents and commanding presence, a man who would be selected in any assembly, in any country. He is young, less than forty years, and is now serving his first term — and if what we hear of him is half true, he will be in power as long as he wishes to be. He treated us in the most cordial manner and gave us a great deal of valuable information and advice such as we could not obtain elsewhere. I don't know as I ever met a man who impressed me more favorably.

Our business is now completed and we leave here on the morning of the 18th, for home. You will not get this till about March 12th.

We also visited the church of Doloros, on the front of which are various emblems; viz., Jacob's Ladder, Sacred Heart, Open Hand and others. We also visited another church, on the cross in front it stated it was erected in 1783. Upon our return to the House we had a call from Don Jose Alvarada, the son of the Minister of Justice, he is reading law and will go to the United States next year to study medicine.

From here we started on our return journey, over the route we came. After reaching the coast we boarded the steamer and went to Amoa, where we saw the old fort built by King Philipps, it is one of the oldest, if not the oldest fort in America. It is about



THE FARGO FREAK—WILL WONDERS NEVER CEASE?

600 feet long, 240 feet at one end and 360 feet at the other end, made in angles. The walls are 30 feet high, 30 feet thick, made of rock on the inside and faced with concrete blocks on the outside. The side next to the Bay shows numerous old scars, the effects of cannon balls. It does not look as though it had any repairs since it was built. It is used, in addition as a garrison, for holding political prisoners, one wing being built for that purpose, which is like a dungeon, no ventilation and the only light is what creeps through a low grating over the door, the water dripping in constantly. In this foul place men have been kept, one man now living in Belize, having been there ten years. If the history of this fort could be written it would make your blood run cold to read it. We were not permitted to go inside, for reasons of their own, perhaps they were worried we would carry some old shells away with us. It has a sentinel tower with one cannon on its rampart, with seven large guns lying on the ground at the foot of the wall next to the sea, they are marked "1776" and no doubt were big guns in their day. Some years ago the British and American Consuls were imprisoned in this fort, a British man-of-war came along and gave them a broadside which scared the garrison out, and when they recovered their senses, they were compelled, by the man-of-war, to turn the guns down and forbade them remounting them again, release the two Consuls, salute the British and American flags and pay \$50,000 to the British Consul for having imprisoned him. They tell a story about the fort as follows: When one of King Phillip's officers returned to Spain, the king took a spy-glass and invited him to go with him to one of the Palace towns, took out the glass and looked a long time, and finally said, "I don't see it." The officer asked the king what he was looking for and the king replied, "I was looking for Fort Amoa, it has cost so much money that it should be so high and plated with gold, that the reflection of its splendor should be reflected here." It is said if the cost of the fort was in silver dollars laid side by side that they would reach from here to Spain. From here we

went to Belize where we dined with His Excellency, Governor Goldworthy, we were royally entertained, and enjoyed ourselves so thoroughly that we almost missed our steamer. When we left Government House we got a boat to go to the ship, but it had already weighed anchor and had started for the United States, the Captain supposing we were on the ship. When he saw our signals he stopped the vessel and laid to till we reached her. Our next stop was at San Miguel, Mexico, where we saw the ruins of the first church built by Cortez after the conquest and in which it is said he was married. It is about a quarter of a mile from the village. It is in complete ruins about 10 feet of the walls are still standing. From these ruins where everything is overgrown with trees and brush, I procured two rosewood and two ebony canes. The church yard contains about forty acres and is enclosed by a stone wall and the ground is covered with almond, sepotá, mangrove, cocoa and other tropical fruit trees, all growing in the greatest profusion. Inside the church ruins are several old tombs, some of them still sealed and remains in them, while some have been opened and the remains removed. Two had been opened quite recently, although I could not ascertain when. The remains of the coffins were still to be seen. Inside of the walls stands a cocoa tree and a native boy ran up like a squirrel and cut down some cocoanuts for us to eat. The shore is strewn with coral of all sizes and shapes as well as with various kinds of sea shells, of which the conch predominates.

Colonel Francisco Becarra, the Commandante, presented me with two of the finest shells in his collection to be taken home to my wife.

Cozumel is thirty-five miles long and from ten to fifteen wide; has only 900 population. The land is nearly all Government land and can be had by paying for surveying fees and doing a certain amount of improvement on it. You can raise anything you may plant there, from potatoes up. From here we left for New Orleans and home.

A TRIP TO THE WEST INDIES

This, my second trip to the West Indies, is a combination of business and pleasure, as your editor is aware, but at his request I promised to write an article for the paper, but will have to make it short.

I left Fargo Sept. 25th, going to St. Paul, then on to Duluth where I at first intended to go on by boat, but other matters of business coming up decided me to go by rail. I took the Duluth, South Shore and Atlantic to Sault Sainte Marie where I changed to the Canadian Pacific, passing through some of the poorest, country I have ever seen, the land consisting of sand barriers and swamps principally. We had passed through some fine mineral ranges in Northern Michigan, in and about Marquette.

After reaching Pembroke, Canada, the land changed for the better along the Ottawa River. The city of Ottawa is a place of about 40,000 people and contains some fine buildings, both public and private. The finest view you can get of Ottawa is after crossing the Ottawa River, you can then see the Government buildings especially well. The next place I stopped was in Montreal, and to my opinion one of the most beautiful cities in Canada, built so many, many years ago, everything so different from the States, makes one think they are thousands of miles from the States while it is but a few hours ride, from the city of New York. Montreal, with its many handsome buildings, both public and private, before leaving the city I went up on Mount Royal, which commands such a splendid view of the city and the noted St. Lawrence River. Among other places visited in the city was the beautiful Cathedral of Notre Dame, an imposing edifice occupying two city blocks, which must be seen to be appreciated as it is as impossible to describe this as it is to describe the Niagara. The exterior of the building is immense, with its great doors always ready to open at a touch its magnificent windows.

But the interior, its paintings, its fresco, balcony, choir — and its altar — one of the largest and handsomest.

I left Montreal for New York via the New York Central and Hudson River Ry., and in the early morning when I awoke the scenery I saw repaid me for that part of the trip. After attending to business in New York I found I would have to go on to Washington and Baltimore but hurried back from these cities as fast as possible and boarded the steamer at New York that noon, and that afternoon we left for the Islands, the pilot leaving us off Sandy Hook at 3:40. That night the weather was very bad and the next morning a waterspout passed within seeing distance of the steamer, toward evening it calmed down somewhat, and the ship quit rolling so much. A large number of passengers failed to appear at the table, that did not include myself as I was pretty well seasoned to sea life.

We saw numerous flying-fish but it was so cloudy that observations could be taken only by dead reckoning.

The following morning the sun rose bright and clear and the Chief steward rapped at my state-room door and announced that we were in sight of Porto Rico; that island and Cuba is all that Spain has left now of the vast American possessions she controlled one hundred years ago to-day, and it is my humble opinion that it is an outrage that she owns them. European nations should not own a foot of land on either of the American continents. I shall make very short stays on the Islands. Porto Rico seems about all mountains, none very high, the highest being 3,600 feet above sea level, compared to our mountains these seem not much more than foot hills, although so many in such a comparatively small space makes them seem higher than they really are. The principal staples are sugar and coffee of which I shall take back some; you also see many tobacco plantations where they raise as good tobacco as in Havana. Ponce, a city of about 38,000 people, is about three miles back from the coast. This city contains some fine buildings both public and private, they

have everything quite modern, such as gas, electric lighting, sewer and water systems; this city also has an Episcopal Church for the English inhabitants, of which there are many. This Island was discovered by Columbus in 1493, and in 1510, Ponce de Leon founded another city, Puerto Viego (which means "old port"), and later founded San Juan Bautista, meaning Saint John the Baptist.

It is estimated that at the time of the discovery by the Spanish, that Porto Rico contained 6,000 people, but in a few decades they had entirely disappeared. Prior to 1873, slavery was permitted on the Island but at that time it was abolished by an order of the "Cortez of Spain" making all free. The climate of Porto Rico cannot be excelled, and every variety of tropical plants and palms flourish in abundance. The natives are very similar to those of all these tropical countries — something like a circus, if you have seen one you have seen them all. When I leave this harbor I will run over and spend a few hours on the Island of Hayti, then stop at San Domingo before retracing my trip to go on to Curacao.

Hayti and San Domingo I will not write of at this time, but will do so later when I can give the letter the time that it deserves in the descriptions of these Islands.

ISLAND OF CURACAO

I am now at Curacao in the Dutch West Indies, the right name is Wilhelmstadt, in honor of the King of the Indies, but few people know it by any other name than Curacao. It is a place of about 30,000 people, mostly Hollanders and Curacao negroes, though you will find people from nearly every country in the world there, and can see the customs of all nations on a miniature scale; it depends entirely on commerce for its existence. The island is very barren, three years having been known without any rain to speak of, to amount to anything.

It is the pathway of steamers plying between the United States and France, England, Holland as well as other countries, and all steamers touch and some unload their cargoes here, transferring them to smaller vessels; while some go direct to the South American countries. Nine of the large steamers go to the small ports either in Venezuela or the United States of Columbia; they confine themselves to ports like Porto Cabello, La Guayra, Cartagena, etc., while for ports like Marracaibo, Curo, Madera, etc., they use the small transfer steamers referred to; one reason for this transfer is there are bars at the mouths of the harbors that prevent the larger class of steamers from entering.

It is a quaint city and those who make their first visit to the tropics will be surprised at the change between it and the United States, and what they will see there, everything being different. To stop and tell you all or any of the peculiarities would take longer time than can be spared here. The harbor itself is one of nature's curiosities. You enter between two forts, through a space not much broader than the width of your vessel, steam up through the harbor, where it widens a little, and the largest steamers can tie up to the wharves, the harbor being almost bottomless.

Looking up the harbor you see a bluff, or almost a mountain, that shuts out the view, but if you continue up the harbor you will see that there is an opening in the bluff, with water of sufficient depth and width to admit of the largest men-of-war. This passage is about one fourth of a mile in length.

You enter the inner harbor, or lagoon, as it is called, and find it is about one mile across and from two to three miles enclosed on all sides. It was in this lagoon where Captain Kidd and his associates, when hard pressed by men-of-war, would disappear from view and hence he was called "the wizzard" of the sea; he was supposed to be in league with the evil one who permitted him to disappear when hard pressed and to reappear again when a victim in the way of a rich merchantman, hove in sight.

By the courtesy of Captain E. B. Smith, Consul for the United States in Curacao, I took a ride with him and his family in his yacht, and among the other places of interest we visited, was the inner harbor. We saw riding at anchor, one of the largest men-of-war of the Dutch Navy, the Wilhelm Johan Fraisar, the flagship of Admiral Droonman, commandant of the Dutch India Squadron; we went on board and were handsomely entertained by the Admiral and his officers. After spending some time on the vessel we again boarded Captain Smith's yacht and returned to Curacao, where I spent some time transacting the business which called me here.

The city of Curacao is divided into two parts by the narrow harbor I have referred to (that you go into as you leave the sea). All of the streets are quite narrow, at least they seem so to one just from our wide beautiful streets in the States. The port of Curacao being free or nearly so, so that most of the smuggling that is done to the South and Central America States has its headquarters at this port. I had almost forgotten to tell you one thing which impressed me was, as to the oddity of the looks of the city from the distance — the houses without any chimneys and all painted yellow with cream-colored trimmings, but when you come to the city this peculiarity seems not to be noticed. One thing I will say, is that the streets are kept clean and everything is in ship-shape order.

I left Curacao on the steamer "Philadelphia" for La Guaira, the end of my sea voyage until my return.

SOUTH AMERICAN TRIP

[Parts of letters to the Pioneer Press, St Paul.]

While the South American states were among the first settled after Columbus discovered America, very little is known either in the United States or Europe about the climate or resources.

Business having called me to South America, I will, at the

request of your editor try to tell you of some of the things I saw and learned on this trip.

On May 10th, I left New York, Pier No. 36, East River, on the iron steamship, Venezuela. It is needless to tell you of all that happened on the ship, only to say that part of the time, especially passing through Cape Hatteras and the Gulf Stream, it was quite rough and a good many of the passengers remained in their cabins for the first few days. I learned something about the Gulf Stream I did not know before, although I had crossed it often; the executive officer informed me that they test the temperature of the water at stated intervals, and that he had seen the temperature twenty-three degrees warmer at the bow than at the stern at the same moment while crossing the stream. That shows how well defined are the walls of this stream, and accounts for the mild climate where its influence is felt.

The first land we saw after leaving the States was a view of Hayti and San Domingo on our right and Porto Rico on our left. We made but short stops at these Islands but as I had visited them before they were not so interesting as they would have been otherwise. After landing passengers and cargo the steamer proceeded on to South America.

On the morning of May 19th, we were tied up at the wharf at Puerto Cabello, Venezuela, and as soon as the custom and health officers had made their inspections, I went on shore. Puerto Cabello has one of the finest natural harbors in the world being almost entirely land-locked and of sufficient size for a port like New York or Philadelphia. The first thing that attracts your attention as you enter the harbor is the light house, and a very good one it is, yellow and red flashes can be seen a long way out at sea.

But the most interesting sight is the old fort built by the Spaniards but now used as a prison; this fort was captured from the Spaniards — so I was told — in a peculiar manner. One

dark night during the Venezuelan War for Independence, General Bolivar came down from the interior one night and swam his troops across from the Island to where the fort stands, about 500 yards, and surprised the garrison. The first intimation the Spanish officer had of Bolivar's presence was, that he and his entire command were prisoners. It is said that Bolivar did not lose a man in swimming them across, although the harbor is full of man eating sharks, and there is not a man who could swim across without the escort of a boat without being bit, and that he took the fort without firing a gun.

The morning of our arrival at Puerto Cabello I took the cars for Valencia, the capital of the state of Carabobo, a place of about 30,000; it has many fine parks and public and private buildings. In Plaza Bolivar is a marble monolith said to be the finest to be found in either Americas; it is surmounted by a bronze statue of General Bolivar and was erected to commemorate the great victory obtained over the Spanish; it was in sight of this place that they made their last stand and met such a defeat that they never again rallied on American soil.

The city is lighted by electricity and has a fine telephone exchange, these are controlled by Americans. It has water works, a system of sewers, and several very nice manufacturing establishments — the principal being a cotton factory that employs several hundred hands. My next stop was

CARACAS

National capital of the United States of Venezuela. Population between 80,000 and 100,000. Seven miles across mountains to La Guaira, and 22 miles by rail. It is situated in a fertile valley about five miles wide and twenty miles long. The climate is the finest that could be desired, being so high up the air is pure and free from all fever or malaria as well as all extremes of either heat or cold. The average temperature there is about 72 degrees Fahrenheit; the thermometer seldom goes beyond 85 or below 60.

In over three years it has not been known to go over 100 degrees but once and has never got down to even a white frost. The most delicate plant or fruit can and does grow out of doors free from any artificial protection from the cold.

The city is about 3,600 feet above sea level. In the valley surrounding it, are extensive sugar and coffee plantations.

It is difficult to obtain a good room in a hotel in Caracas when you arrive there, at least that was my experience while there, and of others who came at the same time. As for renting a comfortable house, it is simply out of the question except to wait for some one to move out or have a house built.

The city has, in addition to the Capital building and Executive Mansion or "Yellow House," the National University, several colleges for both boys and girls, Public Schools, Academy of Arts and Sciences, Naval and Military schools, Polotecnico, and School of Telegraphy, Military and Civil hospitals.

Has system of water works and street cars, on the latter they charge the same as we do, five cent fare. Two fine and commodious markets, two theatres, one especially elegant, Masonic Temple and Commercial Club.

The National University, which ranks among the best in the world, a diploma from which is the same as one from Yale or Harvard here.

It has many fine parks and plazas, beautifully laid out, every variety of tropical trees and plants growing in them. In each plaza, is a statue in bronze of some prominent Venezuelian, except in Washington Plaza, where is the statue of Washington.

The streets are laid out at right angles, and the houses are numbered, which is out of the ordinary in the South American cities. The streets are well paved and have either cement or flag side walks on each side.

Among the industries are the Government Mint, tanneries, sugar refineries, foundries and machine shops, wagon, cart and carriage shops, the latter also turn out coaches, coupes,

Victorias, etc., cabinet and carpentry shops. Tile and brick yards, blacksmiths, shoemakers, tailors, etc., and paper mills.

One railroad connects Caracas with La Guaira, and two are now building to connect this city with Victoria and Valencia. There are wagon roads in all directions.

In the National Capital building, are life-sized paintings of all the men who have made their marks in Venezuela. In the dome of the building is a panoramic painting of the battle of Maricabo, where the Spaniards made their last stand and were defeated by the Venezuelians, assisted by some Americans and English, under Simon Bolivar. The painting begins with the scene in front of Plaza Bolivar where the students from the National University compelled the Spanish Vice-Roy to surrender his insignia of office and ends with the disastrous defeat of the Spaniards near Valencia. This painting shows the prominent generals and officers who participated in the struggle and drove the Spanish power from Venezuela. One in particular will attract one's attention; he is fair-haired, blue-eyed and full light beard; he was the Sheridan of the Venezuelan cavalry with this difference, neither he or his men asked or gave quarter; with him it was a war of extermination as far as the Spaniards were concerned. I refer to General Falcon. In the District of Federal building is a very handsome painting of the signing of the Venezuelan Independence. In the front of the painting stands an officer in full regimentals looking with stern eye and making mental note of anyone who hesitates in walking up to the Secretary's desk and affixing his signature to the paper, severing their connection with Spain and making Venezuela a free and independent nation. The officer referred to, I was told, was General Simon Bolivar. This painting is equal to, if not superior, to any work of art in that line to be found in the Capitol at Washington.

The National Museum is located in the University building, here are relics of the great men of Venezuela, as well as national curiosities. Here you find the Bolivar sword and medals encrusted

with diamonds. They were presented to Bolivar by the Republic, and later purchased by the Government from the heirs.

In the Panteon Nacional, are entered some one hundred and fifty Venezuelan generals and statesmen, including some foreigners who fell in behalf of the Venezuelan cause.*

The commercial interests of Caracas are immense. It is the distributing point and supply depot for not far from 1,000,000 people, including the city itself. The stocks of goods in all lines carried here are astonishing. Stocks running into the millions of dollars are not infrequent, and the trade is constantly increasing in volume.

The people are very hospitable and do everything they can to make a stranger feel at home. They invite and entertain you in a royal manner in their fine mansions. But in commercial transactions they are as sharp as any Yankee can be, and are as fond of the almighty dollar as are any people in the world.

In Plaza Bolivar, the National band of fifty pieces give open air concerts every Thursday and Sunday evenings, between eight and ten. There you see the elite of the city to the best advantage. Ladies in the latest Parisian fashions and gentlemen in full dress suits, promenading and enjoying the delightful evenings out of doors.

While the Caracians are very hospitable, they are very particular as to whom they invite to their homes. No one who is not properly introduced will be invited to any private house or gathering. When once invited to a man's house you can call there any time as long as your standing in society is good. This, of course, does not include the peon or laboring classes.

Caracas is the cradle of liberty of South America. It was here the first blow was struck and the first blood was spilled that drove the Spanish crown from the American continent. It was here that the University students headed by Manuel Maria Urbana, met the Spanish Vice-Roy coming out of his palace and then and there compelled him to surrender his insignia. This is the

birthplace of many of the men who have made themselves dear to the hearts of every lover of liberty. Among and in fact, the leading name, is that of General Simon Bolivar, and his compatriots of a greater or less degree are Generals Paez, Falcon, Suarez, Guzman, Monango, and others. Both Bolivar and Urbana were natives of Caracas and the houses they were born in are pointed out to strangers as sacred relics. From Caracas, the revolt against Spain spread to the other parts of South America, Central and North America, until the Spanish power was annihilated, never to be re-established on American soil, and all was accomplished in about four years by weak and struggling colonies against, at that time, one of the most powerful nations in the world. It had been the policy of Spain, as it now is in Cuba, to wring the life blood out of the American possessions. Keeping the spirit of manhood and independence down, by a large standing army, which they made the colonies pay for maintaining to keep them in subjection. The Americans subject to Great Britain, had ample cause to resist the British Crown, but they had not one-tenth what the Spanish Colonies had to endure from their oppressors. The strange part of it is, that it was not the natives who resisted the Spanish power, but the pure Spaniards or their direct descendants, who had come here as they had gone to North America to build homes for themselves. That is just the case in Cuba to-day, and sooner or later the Cubans will accomplish their independence as did the patriots of Venezuela in 1819-24.

The matter of "revolution" in Venezuela, in fact in all the Spanish-American countries, is little understood. It is not by force as we understand it, in the use of arms, though in some cases arms have been used, but it is votes. The defeat at the poles of one political party, and accession to power of the opposition to the party in power, they dignify here by the name of "revolution." Even local disturbances of a political nature, such as the defeat of local candidates who are striving for election, is called "revolution."

The Government of Venezuela is the most stable of any of the Governments in South America, and its finances are as sound as any in Europe.

The Government is a republic like our own; has a congress consisting of a Senate and House of Representatives as we have; the President has his cabinet as we have, and about the only difference I could see was that the President is elected for two years only and cannot serve two consecutive terms, also, that he is elected by Congress from its own membership. There is no Vice-President. In addition to the Cabinet the President has an Executive Council, consisting of two men from each state, sixteen men in all, as there are eight states which compose the United States of Venezuela. To this Council, all matters of importance, in the interim when Congress is not in session, are referred.

On Thursday I had an audience, by appointment, with President Palacio, and was received most courteously indeed. The President is a fine and intelligent gentleman, and if looks go for anything, the people of Venezuela have made no mistake in electing Dr. Andrigo Palacio, their President. He is fully up to the times and desires that his country shall be one of the leading nations of the world, as it is now the leading one of South America.

I also met Nephtale Urdaneto, the Governor of the Federal District and one of the President's Cabinet. During my stay in Caracas I received many favors from Senor M. Porras E. a personal and political friend of the President. Senor Porras is secretary of the Interior, a lawyer of prominence and the best English scholar of Venezuelians in Caracas, if not in Venezuela. He is a man of great wealth and influence among his people. Lives in a palatial residence like a prince, his servants are all in livery and everything is on a grand scale.

The people of Caracas and in fact of Venezuela, are waking up to the fact and begin to realize, that they are in a measure, not up to the times, as we and other nations are, and are offering

every inducement to have foreign capital go in and assist in the development of the natural resources of the country. To show you how readily they take to modern inventions, I will simply tell you that in the city of Caracas to-day there are over 2,000 telephones in use, and more are ordered than can be supplied, so that the American Telephone Company are always behind in filling phone orders as fast as they are wanted.

The streets are lighted by gas but an electric plant is now being constructed which will supply the city with both arc and incandescent lights, with sufficient capacity to light public buildings and plazas as well as private residences and stores in Caracas, but also at La Guaira, Macuto, and Maquetie. The electric plant will start with 150 arc and 5,000 incandescent lights.

The water and sewer system are as perfect as any you will find in any city of similar size in the United States. The water is conveyed in an open aqueduct for a distance of eighteen miles from where it gushes out of the mountain, a pure spring water as any you can find in any part of the world, to a reservoir on El Cavarie, about 500 feet above the city, from there it is distributed through pipes and mains to all parts of the city. The Government owns the water-works and I was told the rates are quite low. The peculiarity of the water there is, that while it is warm it is not insipid as water is here of the same temperature, but it quenches your thirst and you do not feel the need of ice in the water. Ice, by the way, can be had at about three cents per pound, being made by artificial means, by machinery imported from the United States. The reason the ice is so expensive, is that its use is as yet a new thing and very few people had to within the past five years, ever seen, much less used ice for any purpose; in fact the majority of the people of Venezuela had never heard of or knew the meaning of the word "ice."

A peculiar feature of the houses of Caracas or in fact of all houses in the Spanish-American countries, is the way they are built. The house is built flush to the street and most of them

with their ironbound windows look more like a jail than a residence; but when you get inside instead of fulfilling your prison idea, you behold an open court or patio, filled with the rarest flowers and plants that it is possible for even the tropics to produce. The rooms all open on this court, and here the family and friends sit to enjoy their rest, smoke their cigarettes, or sip their after-dinner coffee of an evening.

I will mention one custom which prevails there which may not strike some of my readers favorably; if a young man wishes to visit a young lady he must do so in the family parlor in the presence of the entire family or at least with the father or mother being present, or he must stand on the sidewalk while she leans in an iron-bound window, on the Romeo and Juliet plan, talking to him. If he wishes to take her to the theater he must take some member of the family with them; there are no buggy-riding or ice-cream tete-a-tetes. In fact a young man and young woman are never permitted to be alone together until after the marriage ceremony has been performed. A young lady on the streets is always accompanied by a servant, sometimes you will see two or three together, without a servant, but this is rare indeed. This of course does not apply to the peons, only to the better class of people.

The transportation question has taken great strides out of Caracas in the last six years. Since that time a railroad of 22 miles has been built between Caracas and La Guaira, it is perhaps the most crooked railroad in the world. In fourteen miles it rises to an altitude of 4,000 feet above sea level and in that distance there is not 500 feet of straight track in any one place. There are several places where you wind round innumerable curves for from two to four miles and in looking down, you will find you have only gained from 100 to 300 feet in actual distance but are several hundred feet above or below where you were two or three miles back.

The first three miles of the road are nearly straight along the

shores of the Carribean Sea. In the next fifteen miles, it ascends about 4,000 feet and the last five miles it descends about 700 feet, to the valley Caracas is located in. The road has 346 curves that are noticeable while riding in the cars. I have been informed there are 22,000 rails laid, out of which there were 18,000 more or less bent. The road belongs to an English company and was completed about five years ago with the expectation that it would carry all the freight and passenger traffic between the Capital and the principal seaport. While at first it was able to do so, it cannot begin to do so now. You can daily see hundreds of donkeys with loads on their backs and mules hauling carts loaded with merchandise, going in both directions, that the merchants here and at La Guaira cannot wait for the railroad company to transport. The charges for freight and passengers are simply terrific. Freight runs from \$8 per ton on coal to \$20 per ton on some classes of merchandise and passenger rates are \$2.50 first class and \$1.60 second class, with cars that immigrants in the United States would not ride in, in the so-called first class.

Of the two railroads building between Caracas and Valencia, a distance of about 110 miles, one is being built by English and the other with German capitalists. The German road is built and running trains for about thirty-six miles. It is called the "Great Venezuelan Railway." The English road is called the "Central Railroad of Venezuela" and has sixty-five miles completed. On Sunday I took a ride on the latter road in company with U. S. Minister, Wm. L. Scruggs of Atlanta, Col. T. W. Tyrer of Washington, A. B. Cadot of Boston, and E. C. White of New York. The road is well built in a substantial manner, good track and rolling stock, iron ties, bridges and tressels. We passed through a succession of sugar and coffee fields nearly the whole distance.

Railroad matters, telephone and telegraph lines and all concessions are made by the Government to corporations and individuals.

On June 11th, was the one hundredth anniversary of the birth of General J. A. Paez, and Caracas celebrated two holidays or feast days as they call them here. The city was finely decorated with the Venezuelan colors with the flags of all nations in sight. The stars and stripes were conspicuous on all sides. At night the Plazas were ablaze with pyrotechnical displays, fireworks everywhere, while the whole was elegantly illuminated. The booming of cannons by day and the sound of fireworks at night reminded you of being in the midst of battle and that belief was strengthened when you saw on all sides soldiers in uniform marching and counter-marching, others on duty as sentries in the streets and squares. "The Paez Huzzars," a volunteer organization of the first young men of Caracas, made a fine display in their scarlet uniforms with white trimmings, patent leather boots, prancing horses and shining lances. Both in drill and appearance they were superior to the regular soldiers. I fortunately had every opportunity of seeing and enjoying all this as the guest of the Secretary of the Interior.

There is something curious in celebrating the birth of General Paez. He was one of General Bolivar's lieutenants, being promoted from time to time by that great liberator, until Paez supplanted Bolivar, drove him out of the country into Colombia, where he died in poverty, while Paez assumed power that he carried with a high hand, until he in turn was driven from the country by General Falcon. Paez went to New York where he died, and his remains were removed to Caracas in 1888 and now rest in the Panteon Nacional.

General Falcon was supplanted by Guzman Blanco, and he also was compelled to leave the country, although later he returned. His bones also rest in the same building that those of Generals Bolivar, Paez and other heroes do.

From Caracas I went for a few days to La Guaira. The seaport of La Guaira is a place of about 8,000 people, is built at the foot of mountains rising two miles in height in some place.

It is exceedingly warm there at times, the sun between 11 A. M. and 2 P. M. in the narrow streets is unbearable. The harbor, until the past few years, was a very hard and dangerous one. Being only a small indentation in the shore, with the swell of the Carribean Sea beating in there constantly. An English syndicate known as the "Break-water Company," constructed a substantial break-water or sea wall, behind which ships in a limited number can ride with safety and comfort and receive and discharge their cargo. Before the "Break-water" was built, it was very hard and at times dangerous for passengers to go on board or leave the ships. The swell of the sea making the boats rise and fall at various heights, according to the height of the waves, and passengers had to take their chances in jumping from the ladder into the boat and missing or falling overboard in doing so was not infrequent, more especially with ladies.

La Guaira as a port of shipment is the most important in Venezuela. At this port one half the customs duties of the nation are collected, and through it half of all the exports and imports go, through it half the population of the nation buy their foreign goods and sell their coffee, hides, chocolates, etc.

The town and harbor are guarded by an old Spanish fort perched on the side of a mountain overlooking the town and harbor. Twenty-four heavy Krupp cannons have, at a great cost, been hauled up there. A small garrison of soldiers only stay in it to keep and take care of it. From here, accompanied by Col. Tyrer and Messrs. Cabot and White, I went to Macuto, the "Long Branch" of Venezuela. At this place we found an excellent hotel and bathing. You can have your choice of hot or cold sulphur baths, or fine surf bathing, for a nominal sum. It is prettily situated on the coast about four miles from La Guaira, and is the fashionable seaside resort of Venezuela. All the society people of Caracas spend more or less time here each season, which usually opens December 1st, and lasts two months. After some time spent here, we returned to Caracas.

It would be impossible to tell of all that grows in this far Southern country — of all the tropical fruits and plants, many of which are so delicate that they cannot be shipped even a very little distance and are never exported. But there are three which are of interest to all, as we all use them.

COFFEE

Through the courtesy of General Jose Antonia Masquaro, I was shown through his coffee plantation and works near the city of Caracas, and learned from him the following facts regarding coffee culture.

In planting coffee, the bean in its natural state, is laid on rich soil, with a light covering of dirt and another covering of leaves. In about three weeks the plant comes through, and in about six weeks, two or three leaves show. Care must be taken at all times, to protect the plant from the rays of the sun. It is then taken up and set where it is to grow. Coffee trees if well protected and cultivated, live and bear up to sixty or seventy years or even longer, if in rich soil and proper temperature. Each tree will produce on an average, one pound of coffee per year.

The trees grow to a height of about eight feet and are inclined to be bushy. The shading of the trees is necessary to protect it from the sun, and is usually done by planting it under a mango and other fruit trees that have a dense foliage, though it is sometimes done with banana and plantains. When so done no attention is paid to the fruit of the tree, as they are simply planted for the shade.

The picking of coffee begins about Oct. 1st, and ends about Jan. 1st, in each year. General Masquara employs from 150 to 200 women as pickers on his estate.

It is a very interesting thing to follow the coffee from the tree to the steamer. Each woman has a basket in front of her, tied with rope around her waist, that she drops the pods into. When the basket is full, the coffee is then carried in and piled on a

brick floor, where it looks very much like large cranberries both in size and color. It is next put through a cylinder, where the hulls are crushed, then pass into a vat where the coffee bean lays in water for about three hours. During this time the sugar the coffee is coated with when it comes out of the pod, leaves it and the water at the same time, assists in giving the bean the proper color. From this vat it is spread out on a large brick floor, in the sun to dry. There it is stirred frequently to prevent any part of it from mildewing. After it is dried, it is next put into a trough and large hardwood rollers pass over it, until the pod and other substances which may have adhered to the bean are removed. From there it is put through a fanning mill, where the pods and chaff are separated from the bean. From the fanning mill it goes to a long separating sieve, of cylindrical shape, where again it is subjected to another thorough cleaning and all small beans are dropped out. From this sieve it is put on tables, where it is hand-picked by women, and all black and bad beans are picked out. From these tables it goes into bags, thence to steamers on donkey-backs, in carts or by rail, as the means of transportation offer, thence to the consumer to all parts of the world.

Five pounds of coffee in the pod as it is picked from the tree makes one pound of merchantable coffee.

CACAO

The cacao (pronounced kaycou) raises the chocolate bean, grows from fifteen to twenty feet high and from three to eight inches in diameter. It requires a hot, damp ground and shaded so that no rays of the sun can penetrate to tree or fruit. It grows to bear at four years, at six years it is in its prime, and, if properly cared for, will bear fruit from twenty-five to thirty years.

The cacao pod grows out from the body of the tree something like a fungus, and it looks, as far as shape is concerned, like a large cucumber, that has been allowed to ripen, and go to seed its color is very nearly maroon.

Senor Luis Ruis, the owner of the largest chocolate establishment in Caracas, kindly permitted me to go through it, and there I saw the process of chocolate making, from the time the bean entered the door to the time it went out in boxes ready for the table.

After being hulled, the bean is roasted, next it is put into a separator, of cylinder shape, where the different grades are sorted out. The process of sorting the bean is similar to the one in use in our wheat elevators, to clean and separate the wheat. It goes from the separator to a crusher, and next to a fanning mill, where all chaff and foreign matter is blown out of it. From there to the grinder, where it is made into paste; from the grinder it passes under two large rollers, where sugar and cinnamon is mixed with it, thence it passes between three stone rollers, similar to those used for making patent flour. That is what they call the fining process. From these large rollers it passes between another set of rollers, where it is further mixed and refined. Thence it goes to the worm, something like our sausage grinders, there it is cut off and weighed and cut into forms, put on an agitated table, that shakes and levels, or evens it. It is then set to one side when in twenty-four hours it is dry and ready for the market. The chocolate here when on the market, sells at 26, 32, 40 and 50 cents per pound according to the grade, it is all pure chocolate, the only difference being in the grade of bean used.

Senor Anjel Quintoro, who has a cacao estate of 38,400 acres, near La Guaira, on which he has 25,000 trees, in addition to the cocoa-palm, lemon, orange trees, etc., says that there are different kinds of cacao, some sweet and some bitter. The sweet sells for \$32 per fanago (110 pounds.) The bitter sells for \$12 per fanago. He also tells me that of the chocolate beans shipped out of this country, that the best goes to Spain as the Spaniards are willing to pay the price demanded, while the poorer grades go to Paris and New York.

SUGAR

The land which produces the best quality of sugar is a rich loam with good drainage, and in extremely dry weather, can be irrigated. If lands are not too rich, they raise a very large cane, but of an inferior quality as a sugar producer. I could not ascertain how much an acre would produce as they do not measure land that way.

One "Tablone" of land, 100 square meters, near this city will produce 9,000 pounds of "Papelon" or raw sugar and 300 gallons of rum. The expense of cultivating each "Tablone" is reckoned at \$30, cutting, etc., at \$25.

The lands in the valley of Caracas produces from 20 to 30 per cent more sugar per "Tablone" than any other part of Venezuela, hence are more valuable. It would be hard to buy any of the sugar estates, or in fact the coffee estates either, as General Masquara has repeatedly refused \$500,000 for his coffee plantation, and \$250 has been refused for a sugar estate, per "Tablone," where there was plenty of water for power and for irrigation purposes.

Sugar sells in the market here from 10 to 20 cents per pound, according to its fineness. The finest grades obtainable here is about like our "Extra c" in color, but much better in quality. No grades like our granulated, cut-loaf or pulverized can be obtained here, and its importation is prohibited.

The sugarcane is planted in rows, about eighteen inches apart, and is hoed until it shades itself. The last time it is hoed, it is hilled up, leaving a furrow for irrigating between the rows. In this country it takes eighteen months from the time the planting is done, and the cane is ready for the sugar mill.

With the present price of sugar here and a law prohibiting its importation, the Sugar Trust can "see" the United States and give it several pointers which our "Sugar Kings" have never thought of.

In addition to coffee, cocoa, and sugar, there are exported large

quantities of Tonke Beans, Vanilla, Indigo, Divi-Divi and other spices and articles of commerce which can only be produced in the tropics. There are also hides and goat skins shipped out every year. Venezuela has some of the richest gold mines in the world. There are a great many mountains and they are filled with minerals of all kinds though only gold, silver, and precious stones have been sought for thus far. Inexhaustible beds of coal, iron and marble awaits development, while the immense forests of mahogany, rose-wood, satin-wood, ebony and in fact all the cabinet woods known to man only waits capital and energy to make fortunes for those engaged in the work. Perhaps the largest virgin forests of rubber trees, Peruvian bark and other commercial and medicinal plants in the world are to be found in South America.

There are inexhaustible salt and pitch lakes; the lakes are controlled by the Government and are leased out for a term of years and the importation of salt is prohibited, while the pitch lakes near the Orinoco have been worked for hundreds of years without showing any diminution in quantity, or that any pitch had been taken out of them, they seem to be like the sea, impossible to empty.

On one estate about 20 miles from Caracas there are found sixty-five different kinds of timber, most of them valuable, this estate is called "Los Caracas."

Stock raising is also carried on to quite an extent, although the horses and cattle are very inferior, having bred and inter-bred since the Spaniards brought them over, and no attempt has been made to improve them.

Venezuela contains 632,000 square miles, a little less than one fifth the size of the United States, outside of Alaska, or larger than Texas, California, North and South Dakota and Illinois combined. It has a great many mountains, among which are the Andes. Large plains and pampas, as well as forests, and some of its valleys, notably that of the Orinoco, cannot be surpassed in fertility. The scenery is grand, beyond my power



NO, HE ISN'T CRAZY—FARGO MERELY THOUGHT OF SOMETHING SHE THINKS SHE WOULD LIKE, AND HE IS GOING AFTER IT.

of description, so will not attempt that. It has some large inland lakes which abound in fish of various kinds while its forests are alive with plumaged birds, including macaw, parrot, parrotquet, condor, etc., to say nothing about monkeys, baboons, anacondas, as well as lions and tigers in the mountains.

The military strength is about 250,000 men, the regular army is supposed to have 2,000 officers, though I believe there are three or four times that many. Every Venezuelian between certain ages is subject to military duty, and is compelled to go when the emergency calls, without the formality of volunteering or being drafted.

The people as a rule are well educated, nearly all speaking French as well as Spanish and many are good English scholars, among the wealthy class many have received their education in the United States, England, and France.

The mode of travel except along the sea coast where you can travel a comparatively short distance by rail, is to either walk or ride horse back and if you go into the interior any ways, you will have to ride a mule, the traveling is very difficult, expensive, and often very dangerous.

There are no political issues in Venezuela, as with us, no discussion of tariff, or reforms, no internal or other improvement or honesty or economy in the administration of Governmental affairs. It seems to be all of a personal nature and personal following that the political leaders have than any statecraft, principle or policy that they represent. The tariff duties are very high on imports and on some exports. The customs duties so collected are all that keeps the Government alive. The only other taxes are internal revenue stamps on all contracts, legal documents, and a license exacted from all business men, similar to that paid by saloonkeepers in the United States. There are no taxes on real estate, in the country or on the unimproved property in the cities, but the buildings in the cities are taxed one-twelfth of their gross income.

The Catholic is the only religion here and is supported by the State. There is not a Protestant church in Venezuela, though all religions are free and you may be a member of any denomination you please, or none at all if that suits you better. On Sunday afternoons and evenings, they have their bull-fights, cock-fights, fashionable operas, circuses, and all saloons and business houses run at full blast and are well patronized.

PIKE'S PEAK.

September 12, 1900.

Having been selected as one of the delegates to attend the meeting of the Farmers National Congress at Colorado Springs, Colorado, it may interest some of the readers of the Forum to learn some things that can be seen on the trip. We left St. Paul at 10 A. M., arriving at Omaha at 10:30 that evening, a distance of 372 miles. There we took the Union Pacific at 11:30, arriving at Denver the next afternoon over one hour late. The weather all the way was exceeding warm, the thermometer running from 90 to 95 in the cars, the result was we either had to suffocate with heat in having the windows closed, or suffocate with dust in having them open. In all my experience in traveling, I don't think I ever saw so dusty a road, it was simply terrific; the ballasting must be with dirt and sand only, for it was difficult to see the end of the train. We followed the Platte nearly all the way from Omaha to Denver. The Platte is one of the curiosities in the way of a river, it is very long and wide and has very little water in it) only small rivulets running among the sand. We saw no place that one could not have waded across it with safety. A Nebraska man compared the Platte with Bryan; viz., by saying he was like the Platte, he was 2,000 miles long, 4 miles wide, and 2 inches deep.

The city of Denver is a wonder; it is a city of about 170,000 people and growing very fast, has immense wealth, and its future

seems to be assured. We were met by my friend, Mayor Henry V. Johnson, who took us to different parts of the city, of which he has every reason to feel proud. They have some of the finest parks it has ever been my good fortune to see, all artificial, but made to look as though it was natural. In one park, among other attractions in it, they have a lake of 25 acres, with fish of all kinds in it, row boats, electric launches and other craft; they have also animals, such as elk, moose, deer, buffalo, bear, mountain lions, wild cats and one of the greatest curiosities was a shorthorn cow weighing 3,000 pounds. Denver expends \$50,000 per year on its parks.

Leaving Denver, we went on to Colorado Springs, about 80 miles distant, where we were taken care of at the Hotel Alamo, by mine host Elstun. Here we found a city of about 25,000 hustling Americans, with my friend, Mayor Robinson, as chief hustler.

During the sessions, we, in common with all the delegates, visited various places of interest, such as the Garden of the Gods, the Windy Caves, the Seven Cannons, and other places, but chief was our trip to Pike's Peak. That trip was one long to be remembered. The distance from Manitou is 8.1 miles to the summit. I will not weary your readers with what we saw on our way up. The ascent nearly the whole distance is 25 per cent, and the cars are pushed by engines especially constructed for mountain climbing, with a double row of cogs in the center of the track, thus making it absolutely safe, for if one cog should break the other would hold the train. The speed is only about as fast as a man would trot his horse in ordinary travel. Winding up the side of the mountain, we came to Windy Point, above the timber line, where a stop is made and you can get out, and unless you are careful you are liable to lose your hat, it is always windy there. The next stop is on the summit, about a mile above Windy Point, when you arrive there you are 14,147 feet above sea-level.

The altitude affects people in different ways, some get dizzy,

some will faint, in fact it will affect all in some way. Here overcoats and wraps come in, no matter how warm it was where you started from. You are now amidst perpetual snow. From the summit of the peak you can see 180,000 square miles of land, you can see mountain ranges 180 miles away in Arizona, and see the plains of Kansas, Nebraska, and Colorado. The Government maintained a signal station on the summit, until a few years ago, when it was abolished. The Western Union has an office there which is the highest in the world, and where visitors can send messages without any extra expense to their friends. No one who visits Colorado Springs can afford to miss taking the trip up Pike's Peak. While the fare of \$5 seems exorbitant, when you have taken the trip and see what has been done for your comfort you soon come to the conclusion that it is very cheap.

COPENHAGEN, DENMARK, January 17, 1901.

Pioneer Press:

Prior to my leaving for my European trip I promised my friend, Col. Hamlin, that I would give the readers of the Pioneer Press my impressions of what I saw from time to time. I will now fulfill my promise to the best of my ability. I left Portland, Me., on the first of January, on the Allan line steamship Numidian; Capt. Wm. S. Main, Mr. David Gondie, purser and Dr. A. M. McPherson, surgeon. The passenger list was light and the officers named, as well as the other officers, made it very pleasant for us. While neither the largest nor fastest of the Allan line fleet, the Numidian is one of the best to travel on as she rolls very little. She is 400 feet long and 45 feet beam and 34½ feet deep. She was loaded down so she drew 25 feet. The load consisted of nearly all kinds of produce—flour and feed and apples in barrels and thousands of pounds of sole leather, all Canadian products. We had, for this time of year, a very nice trip. The first few days, until we had gotten away from the cold of Nova Scotia and Newfoundland, were cold and the water got down

to 28 degrees and the atmosphere still lower. As soon as we reached the gulf stream the water arose to 54 degrees and the atmosphere to 46. We arrived in Liverpool on Sunday evening, January 13th, passing the north of Ireland and the Isle of Man. We could see Ireland, Scotland, and the Isle of Man from the steamer at the same time. We found the Irish Sea, like the people it is named for, exceedingly lively.

Much has been written about Liverpool, but I presume the impression formed by each one is different. To me it was disappointing. The buildings are old and "squat." But very few more than three stories high and the stories very low. There are many two story buildings in Fargo higher than the three-story buildings. The streets are well paved and kept reasonably clean. The street cars remind you of a circus van. They are double deckers, with stairs on each end; the passengers on top are behind a railing, covered with all kinds of advertisements — such as soaps, cigars, liquors, etc. They charge according to the distance you ride; the conductor asks how far you are going and charges accordingly.

Leaving Liverpool I took the Great Central Railway for Guinsey, distance 175 miles. Between the two cities we passed through some of the most important cities in England; among others Manchester, Birmingham, Sheffield and Nottingham, each well known for their manufacturing enterprises. I had the good fortune to have with me in my compartment, a wealthy Englishman, by the name of F. S. Hatchward, Sasby Hall, Hull, who was returning from his hunting preserves of Lincolnshire. He told me all about the country we were passing through. Some of it was quite high, resembling the Blue Ridge of Virginia, if they were denuded of timber. They were cultivated to the very tops and fenced in with stone fences; in all kinds of small plots and at all possible angles. Going down to Sheffield, we came to a level land. Mr. Hatchward told me that the land on the hill rented at from 10 to 12 shillings per acre, from \$2.50 to \$3.00 per

year and that the best land in the low lands rented at from 3 to 4 pounds — \$15.00 to \$20.00 per acre per year. I saw no land any better, if as good, as can be secured in North Dakota at what it rents for in one year.

At Grimsby I boarded the Danish steamer, Olga, Capt. O. P. Christianson, and in 30 hours arrived at the Danish port of Esbjerg. This is a place of from 12,000 to 14,000 inhabitants. 25 years ago it was a sand bank, with a few fishermen there; now it has all the attributes of an American town and I can pay it no higher compliment than by making that comparison. It has a system of water works, electric lights, sewers, etc., and the principal streets are well paved with asphalt and granite — the latter being imported from Norway.

At Esbjerg I took the train for this city, distance 135 miles. The country between here and Esbjerg is generally level, looks something like North Dakota, between Jamestown and Bismarck, but thickly settled; the land all shows a high state of cultivation.

Denmark has a world wide reputation as a dairy country. I have eaten Danish butter in Central and South America, the West Indies and Mexico, and I have always found it good. I saw numerous creameries on the way. The farm houses looked "queer" to me; low and nearly all with straw thatching for the roof. The stables were like the houses — both built of brick or stone. When of the latter they were generally stuccoed. The dwellings and barns were usually joined together and when not, a few feet apart but they were all clean looking, no unsightly rubbish or manure piles.

Between here and Esbjerg we had to ferry twice. Esbjerg is on the Island of Jutland and the first ferry takes you to the Island of Fano. The ferry is short and it takes an hour, with a fast steamer to take you from the Island of Fano to the Island of Jutland. It is on this Island that Copenhagen is situated. We arrived here at 8:15, being 8½ hours on the way.

Here I want to say something about the Danish railroads.

The one I came over is called the "Dans Stats Bana," viz.: Danish State Railroad. It is owned and operated by the Danish government, which draws large revenues from the same. The fares are graduated in classes—the first class being about 4 cents per mile; the second about 3 cents and the third about 2 cents per mile. The only difference between first and second class is the upholstering; the first class being the best and only 5 passengers can ride in a first class compartment; and it also has a toilet room. In the others they will put in all it will hold and it has poor upholstering and no toilet. The third class is about 6 x 7 feet — passengers facing each other. Each car has first, second and third class compartments. The cars are about 30 feet long, with 4 wheels on each, two at each end. The freight cars are about 16 feet long and 6 feet wide, about 6½ feet high and have trucks like the passenger cars, two wheels at each end. The locomotives are very small — smaller than any I have ever seen at home. The engineer and his fireman have very little protection from the elements. The cab is very small, indeed only about 3 feet long. The locomotives are not provided with lights. I thought when I saw and talked with the engineer that if one of the Fargo locomotives was here, he would almost be afraid to touch it — fearing it could not haul itself to the shops. What I have said about the cars and locomotives of the Danish railroads will also apply to the English railway — at least the one I was on and those I saw.

I am going to stay here a couple of days before I go to Gothenburg, Sweden, where I shall write you a letter and tell you all, as this letter is much longer than I intended to make it when I commenced.

GOTEBURG, SWEDEN, January 21, 1901.

MUNICIPAL JOURNAL AND ENGINEER, New York City:

I will now try and fulfill, as far as I can, the promise I made to Mr. Crandall at Charlestown, S. C. At the outset I wish to say that any opinion I may express here I reserve the right to

withdraw on further investigation. I have only been in Europe eight days yet, and may have been misinformed or misunderstood some things. I shall visit all the places I shall name again and investigate still further. I will not touch Liverpool in this letter but reserve that until I return there. I spent three days in Copenhagen, Denmark. This is one of the oldest and most interesting places in Europe. Its history dates back to 1167. I shall not, however, endeavor to go into detail. The city has repeatedly been partially destroyed by fire and particularly during the 30 years war with Sweden. In 1807 a British fleet attacked the town before any declaration of war had been issued, and captured the Danish fleet and the city felt the effects for nearly 50 years. Its property — since its recovery from the effects of the foregoing capture — has been a phenomena for a European city. In 1850, it had a population of 130,000. Now it claims to have a population of 413,000. It has many fine public as well as private buildings. Its schools, colleges, and theatres are as good as can be found anywhere, its people are interesting and up-to-date in every particular.

During the short time I was there I could not secure much information about municipal matters but such as I secured will be glad to give your readers; with the reservation mentioned above. It seems they have 4 mayors, each co-ordinate with the others and neither the actual executive head of the city. Each has a separate department of which he has full charge.

I found the streets well paved — mostly with granite — but it is the smoothest and best laid granite I ever saw. I found a few streets paved with asphalt. The majority of the streets are too narrow — much too narrow for the needs of traffic. People have to walk between the vehicles — some of the sidewalks not being wide enough for the accommodation of pedestrians. All of the streets are kept very clean by hand labor. The city is well supplied with street cars — some with horses and some with electrical power. They are installing electricity as fast as they can.

There is one thing the city is deficient in and that is sewerage. The present sewers empty into the harbor, or rather, that is, the only drawback to it. It cannot be called deficient. That drawback will be remedied in the near future. Steps are now being taken to construct large underground canals or sewers which will convey the sewerage *under* the harbor to the Island of Amanger where it will be pumped into the Sound. The estimated cost of these enterprises I am not sure whether I was told was \$1,200,000 or 1,200,000 kroners. When that is completed Copenhagen will have the best sewerage system in Europe.

While in Copenhagen I called upon our minister, the Hon. L. S. Svenson of Minnesota. While I had never before met Mr. Svenson, I felt that I had known him for many years, having lived in Minnesota more than 25 years and I had read a great deal about his great work, not only as an educator but as a student and a statesman. I found him all that I had pictured him to be and even more. On my return home I will again visit Copenhagen and Mr. Svenson has kindly promised to secure me some information about municipal affairs and to also show me the sights of this wonderful city.

I omitted in the proper place to mention the way taxes are levied and collected. In addition to licenses for certain privileges the property is assessed as with us. In addition to that, there is an income tax on all incomes over 600 kroners (about \$168.00). The first 600 kroners are exempt from the tax.

When I sat down I intended to say something about the place but as I have only been here less than 2 days, I think I better not do so at this time. I will write another letter of this city and perhaps several more.

STOCKHOLM, SWEDEN, January 25, 1901.

PIONEER PRESS:

As you will now see I am at the capital city of Sweden; to reach it I have travelled 6,162 miles from Fargo. If space per-

mitted I would like to give your readers a history of this grand and beautiful city. Its history does not date back so far as many of the European cities but none of them have more interesting facts connected with them than has Stockholm.

They claim a population of 300,000 and also that the city is growing very fast; judging by the new buildings now in the course of construction I believe that to be a fact but I shall not attempt to describe the beautiful location, scenery, etc.; it has been the theme of poets for generations.

I will simply say it reminds me of Washington, D. C., and when I compare anything in Europe to anything in the United States I cannot pay it any higher compliment. I find most of the streets—especially in this city—wide and well paved with granite and kept as clean as in any city I have ever visited. The city (like Washington) abounds in many beautiful parks and in all of them you will find bronze and marble statues of men who have made Swedish history; and they are not all of noble or even royal birth like Gustavus Adolphus and Charles XII. In front of the hotel where I am writing this, I see a bronze statue of Nils Erickson—a brother of our own John Erickson—the inventor of the Monitor, the screw propellor, and many other important inventions. As soon as the weather permits a statue will be erected to John Erickson.

Stockholm has many elegant buildings, both public and private. To attempt to describe or even enumerate them would take more time than either you or I would care to give. However, I will enumerate a few of the more prominent public buildings. The Royal Palace is of course the most prominent and is splendidly located where it can be seen from nearly every portion of the city. It is the official residence of King Oscar and the Crown Prince, and has been so occupied since its completion in 1755. Perhaps a building of the most interest is the Ridelarthorm's Church—it was at one time a Catholic Convent of the order of St. Francis. It now is and has been for more than 300 years, a mosleum for the royal

family. Here rest the remains of the great Gustavus Adolphus as well as the warrior-lion of the North, Charles XII, and all the line since their time. Perhaps the next in interest is the Riddarhuset; it contains the records and other interesting matters connected with the nobility. On the first floor is a large hall, entirely covered with 2,892 escutcheons. The National Museum is another of the striking public buildings; it has been occupied since 1866. On the front facade are medallion reliefs of the great Swedish botanist, Linnaeus and Borelius, the chemist; Ehrenström, the painter; Tegnér, poet; Wallen, poet; Tegelberg, sculptor; Tessen, architect, and Sergel, the sculptor. It would be impossible for me to endeavor to describe the wonders which are contained within the four walls of the building. The collection of coins alone takes up a large portion of the first floor.

Through the courtesy of Dr. D. O. Bell, secretary to our minister, I was introduced to Capt. Hanson, the superintendent of the waterworks system and also to Mayor Altrug, the chief engineer of the city. Both gentlemen gave me all the information possible in departments. I find the city has one of the finest and most up-to-date systems of water supply, with the purest of water and a sewer system that even Detroit, Mich., cannot excel. I have not had time to look into the police department but from what I have seen there is very little need of it. I have not seen a man under the influence of liquor or a man or woman that should be arrested.

I am in round figures, 840 miles north of Fargo, yet the harbor is free from ice and boats are plying to and fro in all directions, people are wearing spring and fall wraps, and it is hard to believe it possible.

I am proud of our American minister here, the Hon. W. W. Thomas of Portland, Maine. Mr. Thomas is well known in the Northwest. He has lived in Sweden so long as consul and minister that he talks, reads, and writes Swedish like a native. I have been told repeatedly — both here and in Goteburg — that

there is only one man in the city more popular than our minister. When I asked who that was I am told that man is King Oscar, and some even doubt whether Minister Thomas is not the most popular of the two. I had the pleasure of an introduction to Mrs. Thomas. She is a native of Sweden, descended from one of the oldest families of the nobility. In addition to speaking Swedish and English, she also speaks several other European tongues. She is one of the most accomplished ladies in Stockholm and is distinguished by presiding over the social functions of the legation quite as creditably as any American lady could.

CHRISTIANIA, NORWAY, January 31, 1901.

PIONEER PRESS:

As you will see I am now in the land of the "Vikings." If the shores of the fjords and bays could talk, what wonderful tales would they unfold. It was from these shores that the "terrible Norsemen" went forth on their expeditions of conquest and plunder. It was from these shores that the hardy seamen of the Northland went forth and discovered, not only discovered but made settlements at Martha's Vineyard in Massachusetts hundreds of years before the birth of Columbus.

But at the time of the discovery of America, the time had not arrived when it could be settled, in fact, it was nearly 150 years after the discovery by Columbus before any permanent settlement was made. The Scandinavian race will in time receive due credit for what it has done for civilization and the liberty of the human race. The old Vikings of Norway, Sweden and Denmark left their marks wherever they went and where they hold sway and left their descendants you will find the greatest measure of liberty that is to be found on earth, as may be seen here in Norway, Sweden, Denmark and England, as well as Scotland.

This city, of whose hospitality I am partaking, is another of the cities that has not only an interesting history, but one of such

wonderful prosperity that it stands out in bold relief among the few really prosperous cities in Europe. According to a book, issued in 1900, by G. Anneus of this city, it is claimed they have a population of over 200,000, whereas as late as 1840 they had only 23,121, including all its suburbs. It is one of the leading shipping points in Europe and one of the features of it is that a very large part of it is carried on in bottoms owned by the citizens of this city. The increase in the tonnage 336,000 to 1,575,000 between 1880 and 1898, and the increase of sail and steam was from 1,630,000 to 2,696,000 tons. The seagoing population of this city, engaged in foreign commerce is, according to the authority named, 4,500.

The hotels and public buildings are as fine as I have seen. Last evening I attended the National Theatre; there I saw one of Ibsen's great plays. The theatre is the finest building of the kind I ever saw. It is superbly magnificent; all gilt and marble with other adjuncts, such as convenient check rooms and large saloons where the patrons can retire at intermission or for other cause. On each side are large corridors, with side doors to the street and liveried attendants, thus permitting you to go about from your seat to the side without being compelled to pass down the central aisle and be exposed to the gaze of the curious. American managers would do well to pattern after this city.

Norway seems to be nearer a pure democracy than anything I have seen since leaving home. Here, as with us, is universal suffrage, with a small property qualification. A voter must have paid taxes on at least 300 kroner (about \$84) that is the only qualification, aside from age and legal residence, and the legal age for voting is 25 years, also it requires 2 years residence if you move from country to city, before you are a qualified voter. The government of cities here, as in Sweden and Denmark, is complicated (to an outsider at least) and it is difficult to arrive at a proper conclusion. And any opinion I may express, is made with the reservation that I can modify it if I have been misinformed

or have not understood correctly. There are two kinds of taxes levied, on real and personal property, as with us and also on incomes and inheritance tax. A man told me he had paid 30 kroner per year on an income of 1200 kroner, in addition to his other taxes. The sale of liquors is handled here substantially as in Gothenburg, viz.: The city permits a private corporation to contract for its sale, the city receiving all profits over 6 per cent on the capital invested by the corporation, less all other expenses.

I am under obligations to Hon. Henry Brodevich, of Granite Falls, Minn., Consul General of the United States. Consul Brodevich, like all the representatives of the United States, seems to be the right man in the right place. He is very popular with all classes and that he is looking after the interests of the United States, can be shown by the following figures he has permitted me to copy from his report to the State Department:

Petroleum.....	1898	\$748,460	1899	\$937,438
Beef.....	1898	233,540	1899	391,628
Pork.....	1898	78,000	1899	59,000
Leather.....	1898	232,000	1899	396,747
		1,292,000		1,784,840
Tallow and lard.....		406,000	1898	65,266
Grain and Farm Products.....		1,224,550	1898	1,688,298

Making a total in 1898 of \$2,922,550 and in 1899 of \$4,038,404. Excess in 1899 over 1898 of \$1,315,854.

Following is a total statement of the reports for the following years, viz.: 1896, \$3,045,433; 1897, \$3,240,200; 1898, \$3,836,700; 1899, \$5,172,000.

This makes a gratifying showing of its imports. It will be seen, with the single exception of beef for 1899, all other items have shown a marked increase. Consul General Brodevich informs me that new lines are added each year and one of the greatest increases will be seen in the item of grain and grain products, \$463,748 in 1899 over 1898. I cannot, without making this letter

too long, enter into detail on the subject of imports or exports, or into the details of this city. There are many interesting matters that could be written regarding Christiania and at some future time I may write another letter.

I had the pleasure of meeting and being interviewed by Mr. and Mrs. Olaf Kringen. Mr. Kringen at one time taught school (English) in Walsh and Benson Counties in North Dakota, and is well acquainted in our state and with our public men. He devotes his time principally to writing for the press and is considered one of the best and brightest men in his line; if he remains here he will be heard from in the future. He is only about 35 years old and is recognized as one of the leading men in Norway. He is also the Norwegian correspondent of a number of American journals. He is the recognized leader here of the social democratic party and that party, by the way, is not what we call at home by the same name.

I had the pleasure of entertaining Mr. Thomasen. He is editor-in-chief of the *Varden Gang*, one of the leading, if not the leading, daily papers here. He is one of the staunchest friends the United States has in Europe. His tongue and pen are ever ready to help defend America and American institutions. At the breaking out of the Spanish-American war, he predicted the results that followed and had many word battles with many, who not only prophesied, but hoped the results would be disastrous to us.

I am informed by men who know what they talk about, that there will be 20,000 people leave Norway for the United States this year; times are not good here now. Crop failures and failures in fishing and severe storms have had bad effects on business and various industries here.

VEXIO, SWEDEN, February 10, 1901.

PIONEER PRESS:

I have given the readers of the Northwest some information of my trip to Europe, and some facts about some of the most im-

portant cities I have visited. I will now try and give them my impressions of these, to me, interesting and to a great many of your readers of the Scandinavian peninsula of Sweden and Norway

I have travelled through Sweden in the directions, north, south, east and west, and what I say of Sweden will apply — so far as I have been able to see — to Norway as well. Times here are anything but good; in fact, times are hard and nearly everyone admits there is much unrest, and more especially in Sweden, under the proposed military law; and all admit if it does not pass at this session of the Rigstad that it will at the next. I learn it is based on the German law. Every able bodied man must serve one full year in the army and for a certain number of years thereafter be liable to military duty; and will not be permitted to leave the country until he is beyond the age of military duty. It will be readily seen that while the present cost of maintaining the army is large, the proposed plan will make it much greater.

I have not been able to ascertain the strength of the present army but it is large. In and about Stockholm alone there are kept over 10,000 men all the time. At Gotheburg, another force; at Helsingberg, a place of 8,000, is a regiment of artillery, at Mabino, a few miles further, may be seen more and so it is all over the country. How these people can stand it is more than I have been able to figure out.

Norway and Sweden combined, have less population than either Pennsylvania or New York, yet combined they maintain an expensive royal government and a foreign diplomatic and consular service, then each supports a separate army and navy. Added to this, the various officers that are met with everywhere, (and they pay most of their officers — especially in the diplomatic service — much better than we do) and in addition thereto the local taxes, more especially in cities, where, by the way, in both cities and country, include the maintaining of churches and clergy. When all these things have been paid there is very little left after a frugal living has been taken out of it, Everybody pays taxes

here, even the income of the servant-girl is taxed, not much for each one, but all have to assist in sustaining the government and the church.

The people are all well educated. Statistics show that only one-sixth of 1 per cent over the age of 10 years cannot read and write and have, at least, the rudiments of arithmetic. That is a record no other nation in the world can show. They are very polite and obliging to strangers; any one will go a block out of their way to direct you. They have a beautiful custom which I should like to see adopted at home, viz.: Go where you will, you will see sheaf of wheat left for the birds. In cities, even, you will see that and where they cannot get the sheaf, they put grain in boxes and set the boxes on the window ledges. If the window ledges are not wide enough the grain is scattered on the sidewalks.

There is one custom I cannot commend and that is the "tips" at the hotels, and I will say that custom covers all Europe. The hotels that claim to be first class — and in fact, they make you pay first class prices — you go to a hotel, get a room and are informed as to price, if you are not careful to bargain for heat and light that will be extra. You go into the drawing room, and a man in full evening dress (not in a short round-about and white apron) comes with dignity enough to overwhelm you, you give your order and it will come in piecemeal (if you don't get after him). You pay the price named in the bill of fare and in addition to that you are expected to pay the waiter about 15 per cent, or if you do not, you will suffer. He receives no salary from the house, in fact, he pays the management for the privilege of working. Some of the waiters in the best hotels make from \$2,000 to \$4,000 per year. In addition to the waiters you must pay the chambermaid and porter, neither one of whom receives any salary. But the most important man is the "portier." He is the only man whom the guests meet; usually he speaks a half dozen or more languages. When you leave, after paying for your room and meals and everyone who has rendered you the least service, you

are expected to fee him. He, like the rest, gets no salary, but pays for his position. I was told in Stockholm that the "portier" of the Grand Hotel there, pays 72,000 kroners per year (about \$21,000) for the privilege of furnishing the servants of the house. And he, in turn, sublets each position to the others. This is only a sample of every other hotel in Europe, the sum differs only with the importance of the hotel.

GOTEBURG, SWEDEN, February 23, 1901.

MUNICIPAL JOURNAL AND ENGINEER,
New York City.

I am now possessed of sufficient facts to give your readers about the celebrated Goteburg system for handling the liquor trade. On October 1, 1865, the "Goteburg Ulskan Kings Botig" took charge of the liquor traffic of this city, but owing to the contracts and commissions then in existence, it was not till 1875 that they were in full control of the liquor traffic. The Balag (corporation) is capitalized at 200,000 kroners (\$56,000) on which it secured a 5 per cent interest or profit annually. All the other profits are turned over to the city or to various public institutions. Since 1875, to and including 1898, it has turned into the various funds entitled to the same, the sum of 16, 282,360 kroners (a kroner is 28 cents) the highest year yielding 889,304 kroners and the lowest year 489,433 kroners.

All liquors are inspected and must be of certain standard of purity. When the Balag came into possession of the entire sale it found that where strong drink could be obtained for each 8,569 persons, in 1899, there was one for each 17,481; that is, where liquors could be obtained for "off consumption"; and in 1868, there was one public house for every 2,293 persons. In 1898, there was one public house for every 8,158 persons. The Balag makes its own regulation as to the sale of liquors. The hours for selling is from 8 A. M. to 7 P. M. The difference between a saloon and a public house is, that in the latter they must serve hot and

cold eatables at all hours. The persons authorized to sell liquors receive no profit on sales. They are paid a certain sum for their services and for necessary help, which sum is fixed by the Balag at specified times. The Balag furnishes room and fixtures, where liquor is kept, and the persons having in charge the selling of same, are prohibited from selling to minors, under 18 years of age, or to any one who shows any signs of being under the influence of liquor. Nor are they permitted to sell more than a certain number of drinks (not enough to affect them) in any one place at the same time or in quick succession. If the figures before me can be relied upon, there can be no question but that this system has decreased drunkenness as may be seen by the following: In 1870, the average consumption, per head of population, was 11.6 litres, while in 1898 it had been reduced to 4.66 litres, the latter is a trifle more than one-fourth of a gallon per head.

The object of the Balag as set forth in their articles of incorporation, are the following: Among many others, to prohibit the sale of liquors on credit, to provide well heated and lighted rooms, to provide cooked food at moderate prices, to lower the percentage of alcohol, to raise the age limit of young persons to whom liquor may be supplied, to shorten the hours when spirits are sold, to supply cheap and good food for the working classes.

The system has been extended to nearly every city in Sweden as well as in Norway, with somewhat varying conditions. That it is a fixture here can be no doubt. I have before me the endorsement of it from the governors of 18 provinces in Sweden. Much more could be written but the above covers the essential points.

Before leaving Gotheburg I was not able to ascertain the net revenues derived by the city. The figures quoted for this city are the last to be had. A prominent city official of this city, told me that in his judgment, the city's revenue should be much greater than it is, for the reason that the corporation first receives its 6 per cent, then all the expenses are deducted, (and he said these

expenses were very much greater than they would be if they received all the profit) and what is left goes to the city.

There is a diversity of opinion as to whether this method has diminished drunkenness or not. However, the majority of those I have talked with (and I am able to talk with them in their own tongue) seem to believe that there is one thing certain. That while liquors can be had at all hotels and restaurants as well as in the waiting rooms of opera houses, I have not seen any one under the influence of liquor on the street or elsewhere, either in this city or in Gotheburg.

In speaking of drinking, there is one thing that strikes an American as strange: You may go into many first class hotels or restaurants and you will see gentlemen with wives and daughters drinking light wines at their meals. The beer has no alcohol in it and the wines are so light and pure that they do not affect any one as do the most that are sold in the United States.

I am promised by the Mayor's secretary that I shall be forwarded the other methods for raising revenue with which to carry on the municipal government.

COPENHAGEN, DENMARK, March 5, 1901.

PIONEER PRESS: —

I am now back in this interesting city on my return journey. I fear that most Americans who visit this city fail to see many of the most interesting sights — to be seen both here in the city itself as well as in the neighborhood — and I am deeply indebted to Hon. L. S. Svenson, our minister at this court, for what I have seen of Copenhagen. He has personally taken me to Fredricksburg, one of the many palaces built by the palace builder Christian IV; it is now used as one of the national art galleries. It would be impossible to describe the beauties of one room, to say nothing of the whole palace. It is worth a trip to Europe to see this alone.

Minister Svenson has also taken me to the Cathedral of Roskilde, the Thorwaldson and the National Museum and Rosenberg

Castle. The Cathedral contains the remains of the Danish royal family for centuries, and is itself one of the oldest church edifices in Europe. Thorwaldson Museum contains the works of the great Danish sculptor, together with his library and personal effects. Rosenburg Castle contains the furniture, jewels and personal effects of the royal family since 1625 to the present time. It takes a book of over 100 pages to describe the contents so I will not attempt to do so here. The National Museum contains curios from all over the world and in addition to this, has the best collection of Northern antiquities extant. There is absolutely nothing in the world to equal it.

In my Stockholm letter, I spoke of the popularity of our minister, Hon. W. W. Thomas of Maine, and what I said I am ready to stand by. I have found another American diplomat equally as popular as Mr. Thomas and that is our minister here. Hon. A. L. Swanson, who has a wife who is as popular as Mrs. Thomas is in Stockholm, as both Mr. and Mrs. Swanson are natives of Minnesota, I know it will be pleasant for their friends to know that they are not only a credit to the State of Minnesota, but to the United States as well. To show how popular they are is shown that the royal family are frequent visitors here. It is a special honor to have the Crown Prince call upon a foreign diplomat and very few are so honored. That is an honor Mr. Swanson has received. Last night the Crown Prince and Prince Hans (a brother of King Christian IX) and the members of the royal family dined at the Legation, and there is not a lady in the land who could have done the honors with more grace than the product of the gopher state, Mrs. Swanson.

It is pleasant to be able to say that not only have I found Ministers Thomas and Swanson all that any one could ask of an American diplomat, but our consul, General Henry Bosdewick of Montivedio, Minnesota, also Consul Freeman of Madison, Wis., located here, are each in every respect gentlemen of the highest attainment and are all looking after the interest of the United

States and in all cases, the ministers and consuls would be a great loss to the United States, should any change be made.

I leave Liverpool March 1st, and will reach Fargo about April 8th.

COPENHAGEN, DENMARK, March 6, 1901.

PIONEER PRESS:

Last Saturday evening, the 2d inst., Minister and Mrs. Svenson gave a dinner to Crown Prince Frederick, Prince Hans, a brother of the king, Christian IX, the foreign minister, Baron Beckfries and the Swedish-Norwegian minister, and many other distinguished gentlemen and their ladies. Minister Svenson honored me with an invitation to be present to meet the Prince and other guests at the Legation.

It may interest your readers to know how royalty is received at a legation. On their arrival, servants in evening dress, go down with silver candelabra and lighted candles to the royal carriage, the host goes to receive the royal guests as they step out on the ground, the hostess is at the head of the stairs. The Crown Prince takes the arm of the host and they enter the ante-room. Wraps are removed, the doors of the drawing room are thrown open by two servants in evening dress and the Crown Prince and hostess enter together. She then makes a deep courtesy and the Prince greets the other guests, who are assembled to receive him. The conversation then becomes general until the host, with a bow, announces that dinner is ready. The Prince then takes the arm of the hostess and the other guests follow, according to rank, with ladies of their own rank, they pass into the dining hall.

After the dinner all return to the drawing room and conversation is general till coffee is served, which all drink standing. Those who desire to smoke are conducted to another room where they may enjoy themselves to their heart's content. Tea is then served and the guests sit and chat until the Crown Prince, who comes last and leaves first, signifies his desire to leave and he bids

them all good-night. The same ceremony is gone through with when royalty leaves as when it arrives.

The royal family of Denmark is a most remarkable one. King Christian is nearly 84 years old, yet his step is quick and his carriage as erect as though only 50 years old. Queen Louisa, his wife, died September 19, 1898, nearly 81 years old. Prince Bismarck said she was the most talented woman in Europe and next to Queen Victoria, was more influential than any woman in Europe. She was the mother of a large family of children and a mother in the true sense of the word. Among the children we find the Dowager Empress of Russia, mother of the present Russian Emperor. Another daughter, Alexandria, late Princess of Wales and now Queen of England; another daughter is the wife of the Duke of Cumberland, said to be the wealthiest man in Europe.

Of her sons, the eldest is Crown Prince Frederick; another son is King George of Greece and another son, Prince Waldemar, is an officer in the Danish Navy, and his wife (I must speak of her) is the daughter of the Duke of Chartres, a descendant of the royal house of Orleans, France. He was an officer in the Union army, during our Civil War and was a close friend of the lamented Lincoln. His daughter, Princess Maud, is the wife of Prince Waldemar. She is much interested in America and everything pertaining to our country and takes a lively interest in the Danish navy. She is very popular in Copenhagen and perhaps the only woman in the world who belongs to the fire department. She is an honorary member of the Copenhagen fire department and her photograph, in a fireman's uniform, adorns the headquarters of the fire department of this city. The way she came to be elected a member was this, a number of years ago a big fire was raging in one of the poorer quarters of the city. She was a spectator for a short time and when she saw the poor people trying to save their property, she rushed in and worked by their sides effectively. If you want trouble in Copenhagen, all you need to do is to say

something disparaging of Princess Maud to a fireman or anyone else, for that matter, and you will have your hands full in short order.

Crown Prince Frederick is married to the only daughter of Charles V, of Sweden. She inherited a large fortune from her mother and is active in all charity work. She is very domestic, is a consistent Christian, and has brought her family up as a Christian woman should. Their oldest son, Prince Christian, stands six feet high and resembles his grandfather, Charles XV. He is also married and has two sons. It will be seen, there are now three heirs to the Danish throne, living in Copenhagen, viz.: The Crown Prince Frederick, Prince Christian, his oldest son, and Prince Frederick, his grandson. Prince Christian married the daughter of the Prince Schamberg-Lippe of Germany; another son of Crown Prince Frederick is married to Princess Maud, daughter of King Edward VII of England, and holds an important command in the British Navy. One of three daughters, Ingeborg, is married to Prince Carl of Sweden, and the Swedes like her so well they call her "the sunshine." I saw her walking the streets of Stockholm with her husband and she spoke to old women and children as she passed along.

They tell some good stories here about King Christian and Crown Prince Frederick. I will repeat two but do not vouch for their truth although they were told me by a reliable man. King Christian was walking the streets one day and spied a boy trying to reach the top of an electrical bell, he was not tall enough. The King asked him what he wanted and the boy said he wished to ring the bell. The King said, "I will ring the bell for you." As soon as the bell rung the boy said, "you better run," and scampered off as fast as he could. The King waited till the maid came and opened the door; raising his hat he said, "through a mistake the King of Denmark has called you and caused you the trouble of coming down; will you accept this compensation for your trouble?" The girl curtsied, thanked the King and on looking at what had been given her, found a 20 kroner bill.

The story about the Crown Prince Frederick is, "That the American manager of a circus was here and, like all circus men, believed in advertising. One day he was driving in one of his most striking rigs and came to a place where driving was prohibited. The guard stopped him and told him there was a fine of 20 kroner for what he had done. The circus man could not talk Danish or the guard English and they were having lots of trouble. Just then a gentlemen came along and heard the talk of both guard and prisoner. He explained to the American the situation. The American thanked him, paid his fine, and then turning to the gentleman said "you are a gentlemen so I will not offer to tip you but please take this 5 kroner note and have a drink with me." The gentleman took the money and they parted. A day or two afterward the American received word that the royal family would be there at a certain time to look at the horses. The showman was on hand in full dress to receive them and was horrified to find that the man to whom he had given the 5 kroner was the Crown Prince. He apologized for what he had unwittingly done and hoped no offense had been taken. The Prince assured him he was not offended and that he had put the 5 kroner piece away as a souvenir of the meeting of a good American.

I had the pleasure of an invitation to call on His Royal Highness, and had a long talk with him. On leaving he stepped up and shook hands and bid me good-night, after which he gave me a personal invitation to call on him before I left the city. I told him I left for home in a few days and he set the hour for 11 o'clock yesterday when I might call. In his invitation to call he coupled it with an offer of a photograph of himself.

On the following day, at the specified time, I was on hand. At the outer door, or rather inside of two glass doors that led into an ante-room, I found a number of military officers in uniform, who all saluted. One came forward and inquired if I was the American gentleman who was expected to call on His Royal High-

ness. I replied in the affirmative and as soon as that was done, was told that he would be ready to receive me very soon. I was requested to step into a waiting room and take a seat. I went in but was followed by the officer who met me at the door and who stayed and talked with me until the Prince was ready to receive me, which was about five minutes. I was then escorted to a door leading to the Prince's apartment. On entering the Prince's room, he met me at the door with outstretched hand. I talked with him a long time, principally about America. He was well posted about the United States. He asked me what I had seen at Copenhagen. I told him I had been at Roskilde Cathedral. Concerning that he asked me if I had seen his mother's coffin. I told him I had. In speaking of his mother, though a grandfather himself, I saw the tears glisten in his eyes.

He is one of the most unassuming and pleasant men it has ever been my fortune to meet and all who have met him, say the same thing. When I met him at the Legation he, like all other gentlemen, was covered with medals and decorations, but when I met him at the Palace, he was dressed as an ordinary business man, not a particle of decoration in sight, simply dressed in a neat civilian suit. Before leaving, he showed me photographs of his wife, children and grand-children. He also presented me with a large photograph of himself, with his autograph and date and requested me to take it to America with me, which I will surely do. He also extended an invitation to call on him again should I ever come to Copenhagen.

I also met Prince Hans (a brother of the King), he is 77 years old, but sprightly and lively as a young man. They all speak English fluently as well as all the European languages. It will be seen that while Denmark is one of the smallest of the European countries, she is connected by marriage and blood relation with all the reigning families of all the European countries.

It is here you can see royalty at its best in the summer time. Here is where they all gather and lay away the cares of state and

formalities. From the middle of May until late in the fall you will find kings and queens, emperors and empresses and their children riding, boating, playing golf and tennis, walking without an escort. In other words, you will see them at their very best, free from restraint. Here they are safe, there are no anarchists or socialists here to endanger their lives. The Emperor of Russia, when here, although a giant in size, was a veritable boy and was very fond of riding on the cars. He would sit and talk to anyone who could be found to talk to and nothing pleased him so much as when he could find a lot of youngsters to have a frolic with. Much more might be written but I fear this letter is already too long for yourself and your readers.

AMSTERDAM, HOLLAND, March 10, 1901.

PIONEER PRESS:

In my first letter to your paper I gave my first impressions of what I had seen on my way to Europe and have continued doing so from time to time. I am now on my way home and will, as far as space permits, tell your readers what I have so far seen in Germany, Holland and Belgium, and what I will see in France. I am aware that the countries and cities I shall try to tell about have been written up thousands of times but each receives a different impression of what they see.

After leaving Copenhagen I went to Rossor, where I took the German steamer, Prince Adelbert for Kiel — in Holstein — now a part of the German Empire. There I took the German Imperial Railway for Hamburg. Hamburg is a city of 700,000 inhabitants, and they claim they will soon have 1,000,000. It is, and has been for centuries, a very important commercial and financial city. The new, or rather the reconstructed part, has wide streets, paved with asphalt and granite. The older portion still has its aspect of venerable age. Many of the buildings have each story project out on the street beyond the story below. The streets are well lighted. In front of the Hotel Kronpritzen, where I stopped,

there are electric lights only 100 feet apart. The same applies to some of the streets although it does not apply to the whole city. Electric street cars run in all directions, thus making transportation cheap, rapid and easy. I next took the Government railway to Berlin. In going from Hamburg to Berlin, I had to pass the estate of the late Prince Bismarck, at Frederickruch, and on the left, through the trees, you catch a glimpse of his old home. The estate is very large and is said to contain the largest and best hunting grounds in all Germany.

The country between Hamburg and Berlin is generally low and a large proportion forest. The greater part of which is pine, the other evergreen, thus indicating that the land is not of the best quality for farming. About 5 miles out you come to extensive fortifications. The same applies to all sides of the city. I will not take up your time trying to describe Berlin. Others, more able than myself, have done so repeatedly, but I will try to tell you what I saw "unter de linden," they have all read about. It is a street, fully 200 feet wide, and until you get to the Palace and other government buildings, there is a double row of trees in the center. To a stranger, the palace is of course, the center of attraction although it is not so imposing as some of the public buildings. It is a large, two story, plain building, and at each entrance are stationed two sentinels. Facing the palace on "Unter de Linden" street, stands the Academy of Arts. Next to that is the Academy of Music and back of that is the Finance Department. Further on is Arsand Avenue and beyond that is a large Lutheran Cathedral. On the other street, facing the palace, is the National Theatre and near there is a large Catholic Cathedral. The palace is flanked on either side by banks. On both streets, fronting the palace, are numerous monuments, the most imposing being that of Frederick the Great, in bronze and on horseback. "Unter de Linden" is paved with asphalt, no street cars on it. A few other streets are also paved with asphalt but the principal paving is granite.

Berlin, like Hamburg, is well supplied with electric lights and street cars as well as elevated cars. Omnibuses are also run on the principal streets. I also saw automobiles, the first I had seen in Europe. When I was in Stockholm I thought they had lots of soldiers but they are "not in it" with Berlin. Almost every other man has a uniform of some kind but there are many callings which use uniforms of different kind, and it takes some time to tell the difference between soldiers and those who are not.

Leaving Berlin for this city, which takes 12 hours, we pass through generally low and flat country, with here and there a hill to break the monotony. Like between Hamburg and Berlin, much of the land is forest. Some of it is planted and the greater part is pine or evergreen trees. The soil, until you get into Holland, is very poor, principally sand, yet under a high state of cultivation. The farm buildings, like in Denmark, are low, built of brick, with stables. In all cases the house and stable are not under one roof although a great many are. I saw no pastures. Stock of all kinds is kept indoors all the year and the offal carefully saved to put on the land.

The city of Amsterdam is a city of canals. Nearly all the streets having a canal running through the center, with large shade trees on each side and drive ways, from 30 to 60 feet wide. The bridges crossing the canals are nearly all steel arch. The space through which vessels are to pass is planked and can be easily raised and lowered. The side walks are generally of vitrified brick and the streets are paved with granite, although asphalt is beginning to come into use.

Last week was a week of celebration and rejoicing. The young queen, Wilhelmina, and her husband were here until 10 o'clock yesterday and the city, when I arrived, was one mass of colors, streamers and garlands on buildings, trees and on the canals as well as the bridges. I had the pleasure of seeing the queen as she was being driven to the station.

Amsterdam owns its water works, electric light and gas plants

and took possession of the street cars last January. It also owns the telephones, and officials with whom I talked say it is not only cheaper, but that it gets better service than where these natural monopolies were owned and controlled by private corporations. Amsterdam is a city of over 500,000 inhabitants and one of the wealthiest cities in Europe. There are millions of Amsterdam capital invested in the United States. It was the capitalists of this city who furnished the money to build the first railroad in Minnesota, viz.: The St. Paul and Pacific, now a part of the Great Northern System.

I called on Hon. Frank D. Hill, of Minneapolis, the United States consul here. He has been for years in the consular service in South America and like all the representatives I have met, is a gentleman who understands his business, is very popular, and looking after the business of the United States. I am under many obligations to Consul Hill for courtesies and information. He took me to the Reyks Museum where, among other paintings, I saw one by Rembrandt, "The Night Watch," for which there is a standing offer of 5,000,000 francs any time the citizens feel disposed to part with it. I was also taken to the house Rembrandt was born in. It is still standing as when the great painter lived in it. I saw the new Bourse, post office building, the National Theatre and many other buildings too numerous to mention. One of these houses attracted my attention for the use to which it is put. It is the Postal Savings Bank. 12 years ago the Dutch government established a Postal Savings Bank, and that bank now has on deposit 80,000,000 guilders. A guilder, by the way, is 40 cents.

Consul Hill informs me that Holland is the largest diamond, tobacco, and chinchona market in the world. That Holland is the third in the list of importers of American goods in Europe. Great Britain is first, Germany second, Holland third, and France fourth. The importation of American goods into Holland last year was \$83,000,000, while into France it was \$1,000,000 less.

I forgot to say, in the proper place, that the street cars are still run by horse power but the city council has appropriated 6,000,000 guilders to change electric cars and for a power plant, and Consul Hill thinks the power plant will be furnished by American manufacturers. The Dutch are very friendly to the United States and like our goods.

All sewage enters into the canals and each night the canals are cleaned out by hydraulic pressure and refilled with fresh water. Citizens will get angry if anyone suggests that the canals breed malaria but they do, just the same. In the summer the odor from some of the canals becomes quite offensive.

BRUSSELS, BELGIUM, March 12, 1901.

PIONEER PRESS:

In my investigation in Europe of cities which have adopted the municipal ownership of public industries, the one which so far I have had time to examine most fully, Amsterdam, Holland, is an ideal city. It not only owns and operates the water works, gas and electric lighting plants but on January 1st last, it took possession of the street-car system and the city council made an appropriation of 6,000,000 guilders (\$2,400,000) to change from horse to electric power, and for the erection of a power plant.

This assumption on the part of Amsterdam of these natural monopolies has not been a spasmodic affair by any means. It has been one thing at a time and that has been tested and found satisfactory before the next one was added. Mr. Robinson, the British consul, who was managing director of the water works when in private hands, admits that not only is the service better but the rates are much lower under municipal ownership.

Gotheburg, Sweden, comes next to Amsterdam as a municipal ownership city. It has just bought out the street railway corporations and will change from horse to electric power as soon after it takes possession as possible. Aside from telephones, it owns and

operates, or soon will, all the real profits on the sale of liquors as I have explained in a former letter.

I have investigated the question of municipal taxes and am now in a position to give your readers a little more information on that most important subject. Consul G. W. Roosevelt, (a cousin of Vice-President Roosevelt), located here, is my authority. In addition to assessing all real and personal property as in the United States, they levy what they call "extraordinary taxes". The tenant is taxed for living in a rented house, in addition to the tax paid by the owner. Each door and window in every house pays a tax in addition to the water rent. And the same can be said of the gas and electricity. Every animal and vehicle is taxed, in addition to the regular tax, business of all kinds pays a license. All servants are taxed, men servants pay a tax of 20 marks and maid servants about half that amount. There is also an inheritance tax and when one dies, a tax must be paid to get one out of the way. In the purchase of real estate you must pay 10 per cent in addition to the purchase price, to the government.

Consul Roosevelt assured me that the same system prevails in France, Germany and Holland. I thought that in Sweden, Norway and Denmark taxes were very high, but they do not begin to touch the countries named in this letter. I have also the statistics of this city, Copenhagen, Glasgow, Manchester, Stockholm, and some others, but have not had time to analyze them as yet.

PARIS, March 13, 1901.

PIONEER PRESS:

I am now in many respects in the most wonderful city in the world. A city that if it could talk could tell of more intrigue than any half dozen cities on earth. It was here that Napoleon placed his cannons in the street to quell the Paris mob. It was here that the terrible Robespierre sent thousands to the guillotine and it was here, a few years ago, the Paris mob destroyed some of the finest buildings on earth and works of art that it had taken

centuries to accumulate; and that same mob, or its successor, is liable to repeat history on the slightest provocation. No one can tell at what moment the Parisians may take it into their heads to overthrow the existing order of affairs. While Paris has only about 10 per cent of the population of France (3,500,000), the fact remains that Paris absolutely controls France.

I spoke of the first Napoleon. While he was the greatest military despot the world has ever known, he was (and was in his life time) the idol of the French people. Go where you please in the city and you find monuments in marble and brass erected to his memory. The same applies to the picture galleries. While this is true of Napoleon I, the same cannot be said of Napoleon III. It is seldom you see anything which tends to commemorate the Third Empire or hear his name mentioned. While the name of Napoleon I will set almost any of the Parisians wild.

Near where I am stopping (the Continental Hotel), by the way, the finest hotel I have ever seen, are the Gardens of the Tuileries, the Museum Louvre and the Statue Vendome. The garden is a large park and the River Seine running on one side. It is different from most parks I have seen in that, except for a few small plots of grass the park is gravelled to keep the grass from growing and there are no signs, "Keep off the grass," to be seen. The Statue Vendome is the center of the Place Vendome and is about 125 feet high and about 20 feet at the base, tapering to about 8 feet at the summit, surmounted by a colossal figure. It is made, except the granite base, of cannons captured by Napoleon I from the Austrians at the battle of Jena.

I have read of Paris but by so doing could never form any idea of how everything actually is. I could fill pages in telling what I have seen but it has been written and rewritten so often that I shall not take up your space, at least not this time, I will reserve the balance for some of the things I saw between here and Amsterdam.

I left Amsterdam the 10th, with Consul Hill and went to the Hague where I stopped at the Hotel du Vieux Docton. This is

probably the oldest hotel in Europe. I was told by the management that it has been used as a place of entertainment since 1385, more than 100 years before Columbus discovered America. While at the Hague I called on our minister, Hon. Stanford Newell of St. Paul, where we spent some hours in talking over our Northwestern matters and mutual acquaintances. He is very anxious to see the duty on bulbs abolished, it cannot be a protective duty. Last year it was only \$26,000. There is no place in the world where they produce such bulbs as near Harlem, Holland, and it is only such as cannot be produced elsewhere that are exported. Such bulbs as are grown in New Jersey and other states of the union are not exported. It would seem that the Northwest, at least, should be willing to abolish the duty in view of the fact that Holland last year imported \$11,000,000 worth of American flour.

Between the Hague and Brussels, I passed through several large cities, among the most important were Schneidam and Potterdam, Holland, and Antwerp, Belgium. At Brussels I called on Consul G. W. Roosevelt, the Minister was out of the city. In my letter from Brussels I speak more fully of the information which I received from Consul Roosevelt.

I forgot in my Brussels letter to say that Consul Roosevelt was Captain in the 26th Pennsylvania volunteers and lost a leg at Gettysburg, and holds a medal of honor voted him by Congress. It will be seen that "Teddy" comes from fighting stock.

Brussels seems to me to be the poorest governed city I have ever seen. I only spent one night there but I saw more drunken men on the streets than I saw in 8 weeks in Sweden, Norway and Denmark combined. The country between here and Amsterdam is about as I have described between Berlin and Amsterdam.

LONDON, ENGLAND, March 18, 1901.

PIONEER PRESS:

When I wrote my last letter I mentioned many interesting things I had seen up to the time of writing. On the 14th they

had what the Parisians are pleased to term a Mid-winter carnival, and made it a sort of a holiday. The newspapers had big headlines as to what time a grand parade was to pass the Opera House. At the time named, mounted police cleared the way for the parade and thousands waited — I among the number — to witness what I expected would be nice, but in vain. There was not to exceed 10 floats in all. The papers the next morning tried to explain the failure but without success. If we will not have one 20 times as good in Fargo at the fire festival, I shall disown Fargo in the future.

While walking along Boulevard l'Opera one day, who should I meet but Mr. and Mrs. Alex. Stern of Fargo. They are stopping at the Bellevue while I am at the Continental and neither knew the other was in Paris. I also met Mrs. John Gunn, a sister of Senator McDougal of Mandan, N. D.

London! What shall I say of London, the largest city on earth? And until recently, the financial center of the world. That distinction has been wrested from it by New York and fifty years from to-day, Chicago — wish I dared say Fargo — will have wrested it from New York, and with it the distinction of being the largest city in the world.

All have read of Charing Cross Station, the Black Friars and other bridges spanning the Thames; also of the churches, cathedrals and parliament houses and other noted buildings. I will try and tell your readers how these buildings impressed me. St. Paul's awed me more for its immensity than its grandeur, Westminster Abbey for its historical associations. I attended divine service there. Within its halls are the remains of many of England's kings, warriors, statesmen and others who have helped to make England's history.

I had also the opportunity of inspecting the two chambers — the house of lords and the house of commons — in the Parliament Building. The building or rather, buildings, are located on very valuable real estate. No doubt at the time of their construction

they were great; but, like many things in Europe, they are out of date. Both chambers are small, dark and seemingly uncomfortable. The members of both houses sit on benches at the side of the chamber, the rear ones being raised above the ones in front, something like I have seen children in the country school houses in the west. The cushions in the House of Lords are covered with scarlet and the House of Commons have black coverings. I was told by the policeman in charge that the House of Commons has 670 members, of which Ireland has 103, and there is, at the present time, in the House of Lords, 450 members, including bishops or spiritual lords, as they are called.

On the evening of the 15th inst., I attended one of the most unique Masonic Lodges in the world. It is called Jubilee Masters' Lodge, No. 2712, of London, England. The membership is composed entirely of actual past masters and the members must join while actually presiding in the East. No one is eligible to membership before he becomes a M. M. or after he becomes a P. M. All visitors must be either Masters for the time being or Past Masters. This most interesting of all Masonic Lodges, that it has been my good fortune to visit, had an installation of officers and after the installation, a banquet, with speeches, recitations and songs, the telling of stories, etc., until about 11 P. M. The ceremonies took place in Victoria Hall. The following were the officers installed: Edmund R. Bartley, M. M., Irme Kirdley, Intermediate, P. M.; Richard Lee Franks, S. W.; James Alfred Sheldon, J. W.; Wm. Singleton Hooper, Treas.; J. D. Langton, Sec'y; Octave Lamar, S. D.; Geo. Helmore Jones, J. D.; Alfred Streeter, Inner Guard; Frederick Varley, Dis. of Cirs.; Henry Charles Lonsdale, Richard Cato Bayne, Henry John Davis, Stewards, and R. F. Potter, Tyler.

On Saturday, the 23d, the mayors of the leading cities of Great Britain will meet to discuss municipal matters in this city. I have been honored with an invitation to attend the meeting, but having already engaged my passage and stateroom reserved for

me, I will leave Liverpool the 21st. Much to my regret I was compelled to decline the invitation. This will be my last letter to you from Europe.

CALIFORNIA TRIP IN NOVEMBER, 1902.

I hardly know how to describe San Francisco in a few words but will do the best I can.

The city is situated upon the elevated head of a peninsula, bordered on the eastern side by the Bay of San Francisco, the west by the Pacific, which extends southward for 50 miles; however, not all this is under the control of this municipality. Approximately, San Francisco has an area of 220 square miles, and the exterior bounds fixed by the waters of bay and ocean, cover a mile wide, and not less than 40 miles in length. The population of the city and suburbs is 450,000.

Entering the city on a ferry boat, the first thing that greets the eye, are the ships and boats anchored in the Bay. Then the wharves that are built upon lines, which involve ocean-carrying for the Pacific world. The Ferry House is a magnificent structure, passing through this you come on to the broad street where there are street cars, horse cars and all manner of vehicles to convey you any place you wish to go.

There are the manufactures to anticipate wants that will arise when the Orient awakens, commercial houses, banking houses, halls of justice, where it is some times dealt to the unjust, churches enough to save the entire world. Of fine hotels, private boarding houses and restaurants, San Francisco has an unlimited supply. It has been said that anything in the line of gastronomy can be procured in this city.

The Palace Hotel, where I stopped is one of the most magnificent structures ever dedicated to the needs of the traveling public.

Spreckles' Rotisserie, fifteenth floor of the Call Building, is one

of the luncheon places of the city. From the floor of the cafe, there is an unobstructed view of the entire city, bay and surrounding country. North, east, south and west the eye beholds a panorama of still life and active nature and art.

Leaving the business portion of the city and the dead level of the commercial district, you come to the residence hills, of which there are 100. They are attained by street-cars, cable and electric cars. Every hill is covered with buildings in endless variety, some of them sumptuous, and all of them ideal homes. Still farther on we come to Golden Gate Park and Cliff House. The park, with its magnificent scenery and beautiful statuary. Trees and flowers wherever the eye may rest. Then Cliff House, the grand old ocean in front, the waves booming on the rocks. There you also see the famous seal rocks, sometimes literally covered with seals, then at times none will appear. Next comes the noted Sutro Baths, the finest in the world. Erected by years of labor and costing many dollars.

I have written before of the trip through Chinatown, of the beautiful and wonderful sights and then again of others that mean more horror than it would be possible to believe could exist in America.

After three days spent in San Francisco, we proceeded to Los Angeles, the supposed Mecca of California. The population of this city is 175,000. The full and original title of this place was "Puebla la Reina de Los Angeles," this well befitted the lazy Spaniard, who had all the time in the world and could spend half of the same, in naming his residence. But the Anglo-Saxon had no time to waste thus, so it was cut to "The Angeles" and so remains.

It was founded September 4, 1781, with 12 families, in all 46 persons. It will possibly embrace Santa Monica and perhaps San Pedro in time.

No city of modern time is better known, built on lines of beauty, with curves and angles, streets cleanly, traversed by street cars.

Attractive parks, inviting rest. Stately municipal buildings and streets supported by high class business blocks.

Santa Monica is 17 miles from Los Angeles. Is the most valued suburban resort, not less so because of proximity, than varied merits. The location is an elevated bluff of the ocean, and has the usual adjuncts of popular watering places.

Pasadena is but 12 miles from Los Angeles. The city of Pasadena must be seen to be fully appreciated. From the station of the Southern Pacific Railway, an electric car can be taken to Mount Lowe. A cable incline railway takes you to "Echo Mountain House," 3,500 feet above sea level. Then by rail, 1,500 feet to "Ye Alpine Tavern," where suitable refreshments can be procured. A movement is on foot to extend the rails from the "Tavern" to the summit. From base to crest, Mount Lowe is 6,000 feet.

San Pedro is distant from Los Angeles about 22 miles. The air and salt breeze which greets one at the wharf at San Pedro, are very refreshing, but after boarding the little steamer for Avalon, on the Island of Santa Catalina, some of the passengers do not seem to appreciate the same breeze. In all directions wherever you may look, there are woebegone faces, caused by a choppy sea. I shall never forget one man who certainly thought his last day had come, when he stood it as long as possible and then said, "O, God, if you will get me safe to shore I will never bother you again." Avalon is three hours' sail from San Pedro. The waters about the islands teem with every form of marine and piscinal life, here you can get the glass bottomed boats in which you can take a trip and see the bottom of the ocean.

Journeying back to San Francisco, are many beautiful places. There is San Luis Obispo. This beautiful city may well be named Obispo, resting securely at the base of a mitred mountain peak. The site covers a large area. In the very heart of the city are the walls and altar of the Mission, San Luis Obispo de Tolosa, consecrated by Serra on September 1, 1772. A visit to the Mission

would be a benediction to everyone. Then there are the Santa Ysabel Hot Springs, where you can receive the wonderful sulphur baths.

Within 6 miles of Monterey are more objects of sacred, historic, and scenic interest than can be found in any similar area in California. Along these shores Cabrillo coasted in 1542 and November 15th, named the land "Cabo de Rinos" and the waters "Bahia de las Pinoas." In 1603, Sebastian Vizcaino discovered Carmel River on December 14th, and on the 16th, rounded Punta de Pinos and landed at Monterey. In 1770, on June 3rd, Junipero Serra founded Mission San Carlos Borromeo, on a spot on the beach, and within the limits of the present municipality. Under renovations, the Mission still retains its original lines. The ashes of Serra and of some of his beloved fraters repose beneath the altar. The form that Serra established, 130 years ago, still continues in celebration of High Mass, once a year. A monument to his memory, the gift of Leland Stanford, occupies a commanding place in the city suburbs overlooking the bay.

The Hotel Del Monte is one of the show places of California.

Santa Cruz is one of the summer resorts of the state, where ocean bathing can be indulged in with safety.

The "Big Trees" are about 5 miles from Santa Cruz. They are sequoia semper virens (redwood) and belong to a class that has been, and still is, a large factor in the lumbering interests of the Pacific Coast. Some of them, as they stand, have hollows in their base, equal to sheltering a family.

Of San Jose I have written before; the city I like best of all.

California must be seen to be appreciated and to do so would take three months.

Writings and Addresses

Writings and Addresses

Fargo, December 7, 1888.

SHERMAN HOUSE BANQUET

It gives me great pleasure to meet with you this evening to assist at the opening of one of the best hotels that Fargo has ever had. Thanks to mine host Kissner and some of our far-seeing business men.

My only regret is that being expected to reply to the toast, just presented by your toastmaster — it will not be fittingly done. The City of Fargo, is a subject that deserves the eloquence of a Clay or a Webster to do it justice and not one who is unaccustomed to public speaking.

Fargo — that we are all so proud of — and I think we have good cause for being so, is by all odds head and shoulders above any other city that I have seen in everything that goes to make up a thriving western city. We can all look with pride to the progress we have made even in these hard times. Look on every hand and you will find evidences of prosperity. You will find handsome business blocks and elegant residences going up in every part of the city. While some of our would be rivals have stood still or gone backwards, Fargo, like a young giantess, has pursued her steady and irresistible march of progress that Nature intended her to make in this New Golden Northwest.

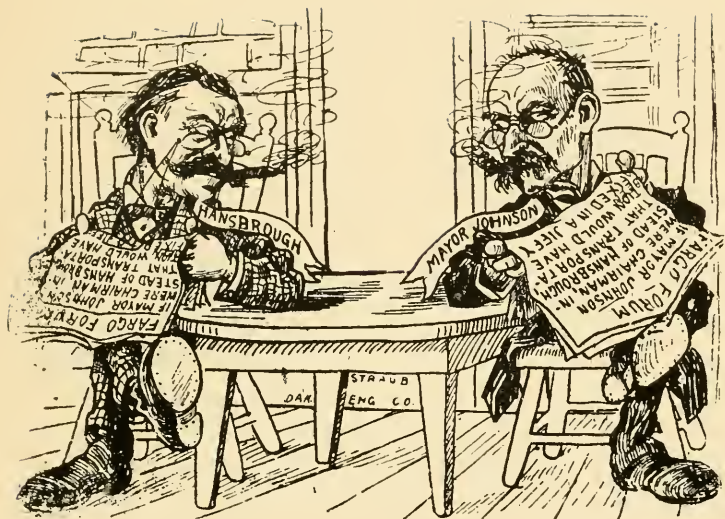
Some of us can remember the time when the land upon which this building stands was as we then thought, way out on the prairies. There was nothing north of here and very little south, till you crossed the Northern Pacific tracks. I well remember when I first came here, I wanted to see a man who I was told boarded at the Farmers' Home. I inquired the way and was told to go

north on Broadway till I found it, which I did and on reaching it, thought it well named. It seemed to be half way to Grand Forks. There were neither sidewalks, crosswalks or any other way to get to it, only waded through the mud, and being in the spring of the year, was knee deep. Now note the difference! You can find handsome brick blocks lining both sides of the street, with sidewalks, cross-walks, sewers, etc. While if you have occasion to go to any part of the city at night, you will find the streets brilliantly lighted with electricity, making them light as day, while the city is protected by a splendid system of water works, that is further enhanced by as fine a body of volunteer firemen as ever lived.

In 1880, Fargo had but one line of railway; now we have three independent systems, with branches radiating in all directions, making the city like the hub of a wheel, with the different railway lines forming the spokes. At that time there were 6 passenger trains that arrived and departed daily, now there are 26, and freight trains have increased in the same ratio. At that time Cass County had but 40 miles of railroad track within its borders, now it has over 200 miles. At that time Fargo had a population of 2,700, and a good many were not residents, in fact, while last spring we had over 8,200 and we have increased steadily ever since. At that time 207 pupils attended the public schools now there are 1,049 in attendance. Then the assessed valuation of Fargo was \$524,035; in 1885 it was \$4,444,450. Everything else has kept pace with our increase in population as can be seen by going into any of our machine shops, wagon shops, mills, etc., where you will find hundreds of mechanics at work; or into our banks or mercantile houses, where you will find small armies of clerks in the various departments of their immense business.

Eastern capitalists and manufacturers appreciate our importance as can be seen by the immense warehouses they have built and placed resident managers therein, to attend to their business from the whole northwest.

We must not forget that a very large part of all this is due to



EACH TO HIMSELF — "NOW, THAT'S MEANT FOR A 'JOSH' ON ONE OF US—BUT WHICH ONE, I WONDER!"



the excellence of our daily and weekly newspapers. I desire to bear testimony to the fact that no city has ever had more earnest workers in its behalf than Fargo has in her newspaper men, or, take it all in all, better conducted papers. They have as a rule been hard worked and poorly paid, and not half appreciated, though they will be as time rolls on and I trust that they will receive their reward for their labors.

While some of our sister cities were fighting for the political capital of Dakota, our wideawake business men put their shoulders to the wheel and their hands in their pocketbooks and built another line of railway and laid the foundation for the commercial capital. A prize that is worth more than all the political hubbub you can get, and the more you get of it the worse you are off. Politics never built a city. There is only one class of business benefited by the gathering of political or legislative bodies, as our sister city, Bismarck, has found to her sorrow. While we have been spared the fearful tax, or contribution, if you please to call it by that name, that it has cost to secure the soap bubble they call the Capital of Dakota.

We have cause to be proud of Fargo in all its departments. The fire department cannot be excelled anywhere, it protects our property from destruction by fire while our vigilant police protect it and our persons from thieves, burglars and other criminals. I can truthfully say that no other city in the Union is better protected by its police and fire department. They have so conducted themselves that we are spared the humiliation that has lately befallen one of our eastern neighbors of having its police and other officers investigated on account of misdoings and shortcomings.

We have special cause to feel proud of our schools and churches. Our schools would be an honor to many eastern cities of 50,000. The buildings are all that modern science can devise or architectural beauty suggest on the exterior, while the interior is arranged for the health and comfort of the pupils; and our corps

of teachers would be a credit in the faculties of Yale or Harvard. When our children shall receive their diplomas from our high school, they will be as far advanced as they would be had they attended some of the so-called eastern colleges and be prepared to battle successfully with the world, the flesh and the devil.

While the city has done nobly to prepare the youth for its struggle in life, our people have been mindful of their religious welfare as well; as can be seen by going into any of our ten churches and listening to as earnest and eloquent men as you will find anywhere. And where men from nearly all nations can go and listen to the teachings of the lowly Nazarine in their native tongue.

Our schools and churches are sure indications to strangers that we are a moral and law-abiding people, and these observations are borne out by the facts, and are the surest evidences of our permanent prosperity. We all have faith in Fargo as can be seen on every hand. It is safe to say that in no other city of equal population, will you find so many families who live in homes that they own — and so few who live in tenement houses and hotels. And you will find residences in some portions of the city that would be ornaments in the most fashionable streets of New York, Boston, or any other eastern city.

Such is our loved Fargo, though not destined like Canaan of old, to flow with milk and honey, still may she continue to prosper and cause this fertile country — so lately stigmatized by government officers as an uninhabitable desert — to bloom and blossom like the rose.

NORTH DAKOTA STATE PHARMACEUTICAL ASSOCIATION

Fargo, July 21, 1896.

I am under obligations to Mr. Christianson for the invitation to meet you here and greet you and welcome you to the city, and I fully appreciate that honor.

In olden days in many parts of Europe it was customary to present distinguished visitors like yourselves with the keys of the city, but unfortunately our keys were destroyed in the great fire of 1893, and we have been so busy since then that we have not had time to have others made. And I do not know that we want any keys anyway; having keys would indicate a desire to lock someone out and that is not what we want. We want you all to come in and see our city, with its streets, its stores, its places of business, its waterworks system, its fire department. We want you to see what we have done in Fargo since the great fire, and for that reason we do not want any keys to lock anybody out. We want you all to feel at home and enjoy your visit here, so that when you leave the city you will have nothing but pleasant recollections of your sojourn in our city. I know that your Fargo brethren will do all they can to make it so. I thank you very much for the honor afforded me, in bidding you welcome and I wish that I was able to give you the address that you should have, but not being an orator I am unable to do so, and you will have to take the good will for the deed. Gentlemen, I thank you and bid you welcome to Fargo.

NORTH DAKOTA EDUCATIONAL ASSOCIATION

Fargo, December 29, 1896.

The honor conferred upon me by inviting me to bid you welcome to the city is one fully appreciated by myself.

Of all conventions and public gatherings that have honored us with their presence in 1896, it is fitting that the last should be the most distinguished.

We have had in the past year many conventions, conferences and meetings of societies, political and commercial bodies, who have met here for the purpose of exchanging greetings and for mutual improvement and protection, and it is eminently proper that you should do the same. I feel that you meeting with us

during the closing days of the year, will confer greater honor on our city and county, than has any one of the public gatherings that have taken place here in years.

The profession you have chosen is one of the noblest God has given man; that of educating the young and making the ignorant intelligent. Your work is all elevating and the refining of the human mind and faculties, developing the mind of the child from its infancy, educating it and preparing it to take its part in the battle of life, knowing that when it starts out it will have, so far as education is concerned, an equal if not superior standing with those who have preceded it.

In your everyday life, as teachers, you require and have to exercise the utmost patience, first in teaching the child obedience to the proper rules laid down for its government and next, to the beginning of its education. But I am inclined to believe that you require even greater patience when the scholar has passed the elementary classes and begins the higher studies, for it is then your work really begins to show and if you fail, then all the patience and perseverance will have been for naught. Later, as the scholar advances, you become personally interested and watch its progress and take almost as much interest in the development as though the scholar was your own flesh and blood. When the final day comes, that teacher and scholar must part, you feel very much as if you were parting from a near and dear relative. Even then you do not lose sight of the scholar but keep a watchful eye over him and if you ever can, by counsel or advice, aid you will go a long way to do so.

No pains, trouble or expense will deter you from giving aid or comfort to any of your old scholars if they come to you in distress. In addition to this you must keep yourself abreast of the times, and keep yourself posted on all matters that pertain to your profession; changes in the methods of teaching, like all other professions, are constantly advancing. The one that fails to keep up in his or her studies will soon find him or herself out of employment and relegated to the rear.

It has been my privilege to visit educational institutions in various parts of the world and it gives me great pleasure to be able to say, without flattery, that I have never seen any schools superior to the ones we have in North Dakota, and very few that were their equals. As far as the teachers, as a class, they cannot be excelled in any part of the world.

If you will pardon me, I will try to describe a school I once visited in British Honduras. I was strolling along the streets of Belize one afternoon, and in passing one of the buildings, I heard the worst babel of voices I had ever heard. Supposing something was wrong I stepped to the door which was ajar and looked in. The teacher, a large, muscular Scotchman, saw me and bade me enter, which I was glad to do. I found about 50 pupils of all ages from the little toddler who could hardly walk, to the full grown young man and woman, of all colors, from the flaxen haired Saxon to the coal black African, all shouting at the tops of their voices as they studied their lessons. As I entered — as was natural — some of the pupils stopped shouting but the “professor,” as the scholars called him, would not permit it and told them to resume their studies. I tried to ascertain his methods but there was such a noise I failed, became discouraged and quit.

I have also visited the National University in Caracas, Venezuela, and there I found just the reverse of what I did in Belize. You could stay in the room for a whole session and unless the professor called up a class or one of the pupils wished something, you could hear a pin drop at any time. I think you will agree with me that the Caracas system was the best of the two I saw in the tropics.

But I know that you have not come here to listen to me or to hear me tell you what I may have seen in my wanderings, but to attend to the matters that have called you so I will not detain you any longer. In the name of Fargo and as its executive I bid you welcome and trust that your stay with us will be both pleasant and profitable to you; that when you leave us you will take nothing

but pleasant recollections with you and that you will make Fargo your permanent meeting place. Ladies and gentlemen, I thank you for the attention you have given me and the honor you have conferred on me.

LEAGUE OF AMERICAN MUNICIPALITIES

UNIFORMITY OF LAWS PERTAINING TO MUNICIPALITIES

Columbus, Ohio, September 29, 1897.

Mr. President and gentlemen of the convention: The subject assigned to me, "Uniformity of State Laws pertaining to Municipal Government" is one that I can say with truth, should have been assigned to someone with more experience in municipal affairs than I am. Someone from some large city, where the opportunity for observation is much greater than in a frontier town of 15,000 like Fargo. I tried to get the committee in charge of the arrangements of this convention, to let me off, warning them at the time that I could not do justice to the subject, but they would not excuse me so you will see that whatever criticism you may have of an unfavorable nature as to anything I may have to say, I can fall back on Mayor Black and the Secretary and say, "I told you so."

I do not know as this great convention, representing, as it does, the executive and legislative branches of the leading cities of the United States, care to have even a suggestion from me, but if you will not take offense, I would suggest that uniformity of laws, pertaining to municipalities and municipal government can be obtained in only one way and, in my opinion, it is a very easy way. If this convention will appoint a committee from different states, they will probably agree upon all the leading subjects in which we are all interested, and, if you will pardon me, I will mention some of them: The police power of cities, the suppression of gambling exhibited in different forms, the suppression of the social evil, or, if it is found it cannot be suppressed, the controlling

of it in such a way as to make the evil at its minimum. The reformation of prisoners, arrested and convicted of offences by city courts, and sentenced to the house of correction, work houses and houses of detention. The paving and otherwise improving the streets, garbage and street cleaning. The ownership by cities of lighting and water works plants, the granting of franchises at various times, and the revenues to be derived from same.

In my mind these, and such other subjects as the committee could consider, would be productive of much good. On a small scale, we tried this plan in North Dakota last year, with excellent results. The representatives of the leading towns met and exchanged views as to what each wanted, and the result was, we adopted committees to draw up laws on the line agreed upon, appointed a committee to take them to the legislature, and we found no difficulty in having them passed and improved, and the results have already been beneficial. To my mind, there is no greater subject, or one of more vital importance to the American people to-day, than municipal government and one of the best ways to secure the best result would be to have uniform laws in all the states. There are a great many matters that we can all agree upon, that New York, Chicago and other large cities, need as badly as a place like Fargo, and cities between those in importance.

What all cities need are laws that will make it impossible to form rings and combinations to control them. These rings and combinations always breed corruption, and one of the best safeguards against these would be the uniformity of laws, rigidly enforced. No state should be permitted to enact any special laws, pertaining to the government of municipalities. All should be general laws, applicable to all cities. The mere fact that, if please, Chicago would like to have some law passed that places like Peoria might not need, should not prevent Chicago from having it, and Peoria could take advantage of it at any time it might see fit to do so. Peoria should not prevent Chicago from

having a law so long as it might have the same law, if it so desires or at any time found that it needed it.

Hours might be spent in discussing this very important subject, but that I am aware that I am talking to men who have far more experience in this matter than I have had, men who are experts in municipal laws and municipal government, while I am simply on the threshold, never having had the opportunity that most of those that within sound of my voice have had, and the only excuse I can make for taking up your time you must charge to Mayor Black and Secretary Gonden.

LEAGUE OF AMERICAN MUNICIPALITIES

MUNICIPAL OWNERSHIP

Detroit, Michigan, 1898.

It is with a great deal of pleasure that I again meet with you and can congratulate you all on the success that has followed our meeting of 1897, at Columbus. This and future meetings of the League of American Municipalities will be of far greater profit to the American public than anyone could have foreseen when the first step looking toward the formation of the league was taken.

Of the many subjects to be discussed by eminent gentlemen at this convention, to my mind, there are none of more importance than that of "Municipal Ownership of Public Service Industries." The matter of municipal ownership of waterworks, gas and electric plants, as well as of street railways, is of comparative recent origin. Our predecessors, of a generation ago, were not bothered with the question of municipal ownership, as we understand it. They had easy sailing as compared with their successors of to-day. Then it was expected that private corporations would furnish water and light at such prices as they saw fit; and if their patrons did not like either the price or the service, the only consolation they received was, "Well, what are you going to do about

it?" While to-day statistics are gathered from every corner of America and sent to the municipal office, who thus get the benefit of the experience of brother officers all over the country, enabling each to better guard the interests which are intrusted to his care. Of the municipal ownership of the various public services, the one which has been tried the longest is water, and that it has met with satisfaction, not only to the municipalities which have adopted it, but to the patrons of the same, goes without saying. Where a few years ago the question had hardly been thought of, to-day there are hundreds of cities who own and operate their own water works; and in every case you could not get them to go back to the private corporation system. The little city I have the honor of representing had a contract with a private corporation, but after a long struggle succeeded in forcing a sale of it to the city and the rates were reduced 60 per cent. The cost of fire protection is less than the rental of hydrants from the private company and yet our water works takes care of itself. We are now putting in a new 3,000,000 gallon pump. The one now in use being inadequate to furnish water for all purposes. Perhaps the most striking result of municipal ownership of water works is at Cleveland, O. In 1897, after deducting extensions and operating expenses, including interest on its bonds, it showed a net profit of \$365,052.92; and yet water was furnished at a price no private corporation would have furnished it for.

In public lighting we find the prices paid by the various municipalities under contract, under similar conditions, are so unequal as to be indeed startling. With your permission I will give you a few comparisons, both in municipal and contract lighting.

Ashland, Pa., pays \$115 per year per lamp while Erie, Pa., pays but \$61.86. Providence, R. I., pays \$127.75 while Woonsocket, R. I., pays \$146; Alton, Ill., pays \$90 while East St. Louis, but 20 miles distant, pays \$110. Spokane, Wash., had a contract for \$96 per lamp per year up to September 1, 1897, and when the city threatened to put in its own light, the Edison Elec-

tric Co., cut the price in two and made a contract for \$48. Above are for all-night lamps, of 2,000 candle power. The difference in moonlight schedule is equally great, being at Huntington, Pa., \$54.15 per year; \$120 at Fort Wayne, Ind., and \$123 at Sacramento, Cal.

When we look at the municipal lighting plants we find, that considering conditions, such as fuel, labor, etc., the prices are comparatively uniform. I will mention the cost of a few, both all-night and moonlight schedule. Of the all-night plants the one that is operated at the least cost is at Bangor, Me., costing but \$35, including interest and depreciation, while the one costing the most is in this beautiful city of Detroit, where it costs, with a liberal allowance for interest, depreciation, loss of taxes, etc., the sum of \$89.42.

Of the municipal run on the moonlight schedule we find the cost, including interest and depreciation, is from \$52.82 at Muncie, Ind., to \$65.78 at Frederick, Md., and as low as \$29.10 at Danville, Va., not including interest or depreciation. The municipal plant which can, perhaps, be taken as a pattern is at Wheeling, W. Va. The city of Wheeling owns both its gas and electric plants and in 1897 it expended in improvements, extensions, etc., for both plants, the sum of \$6,153.02. It also donated to hospitals and other charitable institutions gas, which, if owned by a private corporation would have to have been paid for, to the amount of \$6,243. After paying all operating expenses covered into the city treasury, the sum of \$2,649, showing actual profits derived out of its commercial lighting the sum of \$15,045.16. The lighting not only of streets and public places, but commercial lighting as well, where it has been changed from contract to municipal ownership, under no circumstances would they change back to the contract system.

Like comparisons could be produced indefinitely but time will not permit me doing so. The question of municipal ownership of street-car service has as yet been tried but little in the

United States. In Europe, where it has been in operation long enough to give it a fair test, it has proven very remunerative to the cities which have tried it. Glasgow, Scotland, is a notable example; from the revenue derived from its municipal ownership of public service, all the running expenses of the municipal corporation are paid, thus obviating the necessity of having any local taxes for municipal purposes. There is no reason why the same results could not be obtained in the United States, if properly handled, and we will not admit that we cannot do as well as they can in Scotland or elsewhere. What we do know as the result of the granting of franchises to private corporations for gas, electric lights and street railways, is that the grantees soon become so powerful that they absolutely control all the functions of the municipal governments and dictate such terms as they see fit, and woe to the man who tries to stand by the people, if by so doing he opposes their interests and incurs the hostility of these corporations that have received their franchises as a gift from the public. Some of us have felt the power of these corporations who have become wealthy on municipal franchises. There are men who hold responsible positions in this body who have incurred the enmity of private corporations, and who, when it came to reelection, corporate money was spent as freely as water to defeat them, having tried to control them and, failing to do so; they were marked for slaughter. But the people, whom we all serve, are awakening to the necessity of standing by the men who will not bend the knee to corporations, and each year it will be harder for anyone to be elected to a municipal position who is not known to be in favor of municipal ownership of public service.

In my opinion this League, representing as it does the leading and most progressive cities of both the United States and Dominion of Canada, should place itself squarely on record as favoring the municipal ownership of at least water works, gas and electric lighting, as well as street car service.

FLAX CONVENTION

Fargo, December, 1898.

The National Flax, Hemp and Ramie Association, held an interesting two-days session in Fargo in December, 1898. The attendance was very flattering, delegates being present from all over the northwest and eastern states. Mayor Johnson presided.

Bishop Edsall invoked divine blessing on the work of the association.

Mayor Johnson then welcomed the delegates, as follows:

Ladies and gentlemen of the National Flax, Hemp and Ramie Association: As chief executive, it is with great pleasure on behalf of the city of Fargo, welcome. It has been my good fortune to have welcomed many conventions during my Mayoralty, but I can assure you that it has never given me greater pleasure to do so than on this occasion. The interest which has been created by flax among the citizens of North Dakota in the last few years, has almost overshadowed wheat. I am informed, by what I consider unquestioned authority, that North Dakota has, this past year, produced nearly, if not quite, one-half of the entire flax crop of the United States, and that Cass County has produced nearly one-tenth of the entire flax crop of the entire nation. That being the case, I think you have acted wisely in having your meeting here, and I trust that you will find that you have made no mistake in coming to our little city. Before you leave I hope you will take time to visit our schools and our business houses and banks. Drive over our streets and see not only our business houses but the residence portion of Fargo, as well. Look at our waterworks and volunteer fire department, of which we are justly proud. In fact, we are proud of our town as a whole and want you to see it and you will agree with us that we have a right to be proud. I have been trying to secure some data on flax and wrote to the Agricultural Department in Washington, for information and was informed that no satisfactory report had been made for some

time on flax culture, which surprised me very much. Through the courtesy of Hon. Frank H. Hitchcock, Chief of the Division of Foreign Markets, I have been permitted to use the "Thirteenth Annual Report of the Flax Supply Association for the Improvement of the Flax Culture in Ireland for 1897. That report bears out Mr. Hitchcock's statement of failure to make any report of the flax industries. It is a well-known fact that Ireland is famous for its flax and linens produced therefrom, yet the report referred to states that no flax statistics, as to acreage, was kept from 1826 to 1848. Between 1812 and 1826, a flax acreage was kept and it was found that it averaged 132,423 acres for the fourteen years. While the next record in 1848, it dropped to 53,863 acres. I have not been able to find any record of the acreage between 1848 and 1896, when the acreage amounted to 72,253 acres, while in 1897, it had decreased to 45,586 acres; the lowest in the history of Ireland.

By the same report I find that out of 174,208,000 yards of linen exported from the United Kingdom in 1896, valued at 3,764,-889 pounds sterling, 100,454,700 yards, valued at 1,914,817 pounds sterling, were exported from the United Kingdom to the United States, and that of 164,574,600 yards of linen goods, exported from the United Kingdom in 1897, valued at 3,526,835 pounds sterling; 103,086,300 were imported into the United States, valued at 926,104 pounds sterling. It will be seen that the United States in the years of 1896-1897, out of a total export of 338,782,600 yards from the United Kingdom, 203,541,000 yards came to the United States at a cost to us of \$17,865,285.50.

There is no reason under the sun why this country should import the linen goods or thread from the United Kingdom, during the years 1896-1897, thread to the value of \$340,387.65 or a total, for linen and thread, of \$18,205,673.16. In 1850 Ireland reports 48 looms, in 1897 there were 31,484, of which 10,894 were power looms. In 1850, it was reported that Ireland had 320,008 spindles; while in 1890, the report is that they had increased to 8,401,-

448 and greatly improved. While these startling facts are before us, facts furnished by your greatest competitor, it is time that the men and women of the United States should take some steps to protect themselves, and see that, in place of our country being an importer of linen, that it shall be an exporter, and judging from what I see before me, I have no fears but that you will accomplish that and more. I thank you for that time that you have given me.

U. C. T. CONVENTION

Sioux Falls, S. D., May 26, 1899.

In responding to the toast on Fargo in 1901, before going any further I want to say that we listened with great pleasure to the very hearty and eloquent welcome extended us by Judge Keith and Brother Miles. At the time we had to take a good part of it in trust and that is something we on principle, object to. But further investigation has proved to us that all that was said about the hospitality, the thrift and energy of Sioux Falls falls short of the reality. I was very much impressed with Brother Miles' address and agree with him in all he said about this beautiful city but cannot agree with him on one point. I cannot concede that any city is equal to Fargo, no matter on what lines you take it, and when you come to visit us in 1901 we will demonstrate that to your entire satisfaction.

We will show you a city that is modern in all its appointments. We will take you over the miles of paved streets, well lighted, with wide sidewalks of incombustible material in the business part. Streets that are swept three times a week, and while there was \$500,000 expended in new buildings in 1898, you cannot find a vacant house or store in the town that one of you would occupy. By the time you get there we will have another large hotel so we can be sure of entertaining you as we would like and as you would expect us to.

This far I will call as references, as to the correctness of my

statements, every traveling man who has been in Fargo during the last year. We will, in addition to duplicating all that has been said of Sioux Falls, show you flour mills that do not stand still. We will show you a linseed oil mill that produces 12,500 barrels oil per year and that ships train loads of oil cakes to Europe, where every package advertises Fargo.

We will show you a city that according to the official figures, had a smaller per capita tax in 1898, than any of the following cities: Boston, Indianapolis, Cleveland, Newark, St. Paul, Chicago, New Orleans, Milwaukee, Cincinnati, Louisville, Philadelphia, Jersey City, Minneapolis, Detroit, Rochester, Albany, Denver, Alleghany, Buffalo, San Francisco, Baltimore, Providence and Pittsburg and a smaller bonded per capita tax than any of the cities named except San Francisco, Chicago, Indianapolis, Denver and Detroit. Also a smaller departmental expense of police, fire, light and street cleaning than any of the cities named except Indianapolis.

We will show you a city where you can procure power for manufacturing or any other purpose, or where you can secure steam heating at the same price, the same can be obtained for in Chicago. We will show you the best train service of any town in the Northwest. Where you can get on the train in Fargo and be in St. Paul in 6 hours and 37 minutes and in Minneapolis in less than 6 hours, a distance of 243 and 233 miles respectively.

Now, with these figures, a great many of which many of you know, and others that have been obtained from official records, can you blame me for not conceding that there is any town on God's green earth equal to Fargo?

LEAGUE OF AMERICAN MUNICIPALITIES

SPECIAL ASSESSMENTS

Syracuse, N. Y., September 20, 1899.

The subject, assigned to me, viz: "Special Assessments," is so vast that it will be possible to only touch upon the subject at this time. The first law authorizing the making the special assessment, that I have been able to find was in 1427, under the reign of Henry VI. The law authorized the appointment of a committee to construct "walls, ditches, gutters, sewers, etc.," and to apportion the expense upon the lands benefited thereby. The act of 1427 was amended in 1667 and granted greater powers vested in the commission. In the act of 1667 paving of streets was also included. The acts of 1447 and 1667 were again ammended in 1672 and 1708, each time the principle of special assessment was recognized and the powers of the commission enlarged. I have not been able to find that any changes were made in the laws until 1855, though no doubt were some. In the latter year, great changes were made and again in 1875, 1882, and 1890 still greater powers were conferred upon the municipalities for special improvements, with power to levy special taxes for such improvements, such taxes being payable in all cases by parties owning lands which were benefited by such improvements.

In France the first that we find, which pertains to special assessments was in 1672, when by a decree of the council of state, it was ordered, in the case of widening and straightening a dark street, the owners were compelled to pay the cost in proportion to the benefits received. In 1855, in the construction of a quay, in the city of Lyons, the owners adjacent to, and benefited by the construction of the quay, paid for it. Again, in 1854 and 1855, in the erection of works on the lower Seine; where large tracts of land were reclaimed, the owners of the property paid the expense

of the erection of the works of which the government had constructed for their benefit.

Laws pertaining to special assessments in the various German states, were vague and conflicting, until 1875, since which time the laws have been so as to authorize municipal corporations to make needed public improvements, such as paving, sewers, water works, and other works of like nature, and where certain localities were to be benefited, the tax or assessment must be paid by the owners of the property benefited by such improvement. Before any improvement could be made on which special taxes were to be levied, the same must be made public, and property owners can file protests against such improvement and have a hearing before the proper tribunals. Of other European countries, I will not take up your time to discuss; most of them are meagre and follow after laws as have been cited.

The origin of special assessments in the United States is more a matter of speculation than fact. Some claim that it is inherent in the principle of self-government, while others claim it arose from the natural fairness or justice or consideration in equity. The probable facts are that it was borrowed from England. In 1691 the province of New York created a law similar to the English law, extant prior to that date. It remained on the statute books of New York incorporative until 1787, when it was amended to suit the then existing conditions, though very little was done under it. The mayors and aldermen seemed to be reluctant to use the power vested in them for making improvements where special taxes were to be levied to pay for same. It was until 1807, that a law was passed by the legislature of New York, creating a commission with exclusive authority to lay out streets, squares, and public roads within certain prescribed territory, with the power to assess the cost of opening such streets, squares, and public roads to the owners of the property benefited thereby. In 1813, the law that had heretofore applied to the city of New York, was extended to include the cities of Albany, Hudson, and Schenectady.

Of the four cities named, in the charter of New York, was the most carefully drawn, and gave that city greater powers than either of the other cities named. It provided two separate procedures for imposing special assessments. One for opening the streets and public places, where the power of eminent domain was involved. The other for paving and otherwise improving the streets, the construction of sewers, wharves, and waterworks, in case the assessment was too low, a re-assessment was permitted. In case of dispute as to the correctness of the assessment, arbitrators were chosen to ascertain the facts and report the same as we now do in cases of arbitration. In 1840, the act was amended so as to prohibit the commission from assessing any house or lot more than half of its value as assessed for ordinary taxes by the ward assessors.

Various amendments were made to the charter of New York, bearing on the principle of special assessments until the consolidation act of 1882.

The acts, as passed by the legislature of New York from time to time, were often contested in the courts of that state, as they have been in all other states where special assessments are recognized, so far as I have been able to learn the various acts were uniformly sustained by the courts of last resort. In 1865, the legislature of New York created a law authorizing certain municipalities to issue special assessment bonds, which bonds the municipalities could sell, and out of the proceeds pay for the work as it progressed, the cities who issued such bonds could recoup itself from the proceeds of the taxes collected from property benefited and assessed for that purpose.

Massachusetts in 1658, passed through its general court an order to open a public highway from "Roxbury and Boston Farms" and appointed a committee with power to judge what is mete satisfaction to the proprietors for the way, and that they have power to impose an equal part upon "Boston and such towns as shall be benefited by the way." The reading of that seems to

be as near special assessments for the benefits derived as can be gotten at. That order was re-affirmed in 1692 and 1760, after the great fire in Boston; in the reconstruction of the streets the expense thereof was paid by the property benefited. Various amendments took place in that state between 1760 and 1865, all recognizing the principle of special assessments for special improvements and enlarging the powers of the municipalities as from time to time it was found by experience to be necessary. In 1865, the legislature of Massachusetts passed a general law for raising revenue from special assessment.

Rhode Island, Connecticut, Vermont, New Hampshire, and Maine all have laws recognizing the principle of special assessments and they as well as Massachusetts, have been sustained and have had the approval of the Supreme Court.

Pennsylvania enacted its first law recognizing special assessments by province law in 1770, commissioners were appointed to regulate the streets and water courses, the pitching and paving and graveling of the same, and to assess the cost thereof in proportion to number of feet of land benefited thereby. In 1770, the law of 1769 was so amended that the commission regulated the construction of sewers in the city of Philadelphia. The laws authorizing special assessments in Pennsylvania have been amended from time to time since 1769 as the needs and experience demanded, and the constitutionality of the same has been so often sustained by the courts of that state, the doctrine is firmly established.

Among the remaining states who have laws recognizing special assessments, and appellate courts, have sustained their constitutionality, may be mentioned the following where charters have been granted authorizing the cities named to make special assessments for special improvements, viz., New Jersey granted a charter to Newark in 1836, Maryland to Baltimore in 1836, Delaware to Wilmington in 1857, Michigan to Detroit in 1827, Ohio to Cleveland in 1836, Illinois to Chicago in 1837, Louisiana

to New Orleans in 1832, Alabama to Mobile in 1866, Texas to Galveston in 1871, Kansas to Leavenworth in 1864, Iowa to Mount Pleasant and Lyons in 1856, Nebraska to Omaha in 1873, California to San Francisco in 1851, Oregon to Portland in 1866. All the states last named have, since the granting of the charters cited, amended their laws and have enlarged their scope far beyond the original act. Among the states that have more or less general laws authorizing the levying of special assessment, may be named Mississippi, Florida, North Carolina, Virginia, West Virginia, Minnesota, Washington, Utah, North Dakota, South Dakota. In every case where the laws of the states last named have attached, they have been sustained by their Supreme Court.

The Congress of the United States has also recognized the principle of special assessment for special improvements by enacting laws for the District of Columbia permitting the levying of special taxes to pay for such improvements and compelling the owners of property benefited to pay the expense of the same.

Of the forty-six states in the Union, forty states and one territory have laws permitting the levying of special assessments to pay for local or special improvements.

Of the forty-six states, six have constitutional provisions authorizing the levying of special assessments for special improvements. Of the remaining states, two recognize it to the extent of the police powers of the state. There is, of course, some difference as to the methods of procedure among so many states, but the main principle of special assessment is recognized in them all. In my own state, North Dakota, we can have no special laws, all must be of a general nature and apply to all cities. Our laws authorize municipal corporations to create improvement districts for the purpose of grading, paving, and curbing and otherwise improving streets and the expense thereof is paid as follows: Eighty per cent by the property benefited, and twenty per cent from the general fund of the city. We have a similar law that

permits us to construct a system of sewers, and in both for paving and sewers the council can order either or both without any petition of the property owners, provided five-sixths of all the aldermen elected, vote in favor of such improvement. We issue "District Improvement" warrants or orders with interest coupons attached. In the paving warrants we issue them for ten years with a proviso that we can take them up on demand. In the sewer warrants we issue them for twenty years with the same proviso, there permitting us to take them up at any time that our sinking fund will permit and thus save interest.

Any property owner has the right to pay his assessments for either sewer or paving at any time and be thus relieved from any further assessments. In Fargo this law has worked to perfection, it has enabled us to make improvements that we could not otherwise have made. We have not only been able to pave and construct sewers on our business streets, but a very large part of the residence portion as well. In 1898, we expended \$108,690, and this year we will expend over \$200,000. Yet our general taxes for all purposes in 1898 was but \$10.57 per capita, where in some of the large cities in the east and south, they were from \$21.02 to \$26.64 per capita. It has enabled us to build up a town that had over \$9,000,000 wholesale trade in 1898, where our banks on the last day of December last had \$1,659,924.82 subject to check, where our clearing house handled \$14,677,849.08 and our post office netted the department over all expenses \$23,505.09. Where the Western Union Telegraph office handled 777,189 commercial messages; that has made Fargo the third city of importance in the world as a wholesale center for implements; that has given us three of the greatest railway systems in the United States; viz., Northern Pacific, Great Northern, and Chicago, Milwaukee and St. Paul, with an equipment and service that is not excelled in any part of the world; that enabled us to handle over 650 tons of freight for every day last year, and that has connected us with over 100 towns and cities by phone in the

Northwest and on all eastern and southern cities; that would permit me going to your telephone office in this city and calling up my wife or any one else in Fargo and talking with her or them.

It has enabled us to expend over \$500,000 in new building in 1898 and we will expend more than that sum this year, and with all this I will say to the surprise of some of you, that we have not a place in Fargo where intoxicating liquors can be obtained, neither have we any gambling houses, nor do I expect to see any of either there and I expect to live the balance of my life in Fargo.

I am aware of the fact that the figures quoted may seem small to the most of you who attend this convention, but it must be remembered that less than thirty years ago, the land on which Fargo now stands was an Indian reservation with Sitting Bull as chief in command.

Less than a generation ago, General Hazen, at that time chief of the weather bureau, reported that the territory now comprising North Dakota, was an alkali desert scarce fit for the wild buffalo and still wilder Indian, yet this same soil in 1898, gave to each man, woman and child in the state over \$350, leaving commercial and manufacturing interests to swell this sum.

Answering the question as to what proportion of the cost should be assessed against the property benefited, and what proportion should be paid out of the general fund, I am of the opinion, based on some experience, that street and alley intersections should be paid out of the general fund and the remainder to be paid by the property benefited. At the time of the passage of our law, we believed that 20 per cent should be paid by the city and 80 per cent by the property benefited. Our experience is, that the public should pay 25 per cent and the property benefited 75 per cent. Our theory is that the inside lot is not as much benefited as is the corner, and for any advantage the corner may possess, it pays a larger tax, is compelled to maintain its side walk on two sides

where the inside lot maintains it only on one side. In other words, the corner lot pays each year sufficient to exempt it from paying more than the inside lot has to pay.

LAW OF SPECIAL ASSESSMENT

In the case of the *Roosevelt Hospital vs. the Mayor of New York* — 84 N. Y., page 108, the Court says, "Taxes are public burdens imposed upon the inhabitants of the whole state or some civil division thereof, for governmental purposes, without reference to particular individuals or property. They are justified only because of the improvements confer special benefits and are only just when they are divided in proportion to benefits."

In 74 N. Y., page 216, Judge Miller says: "The principle upon which a corporation tax for improvement of real estate is founded, is quite familiar and well understood. It is based on the theory that the owner of the property assessed is to receive corresponding the amount assessed, this is to be paid to meet the cost and expense of the improvement. It is therefore of no consequence what the value of the lots be, providing the enhanced benefit is equal to the assessment."

In the case of the *people vs. the Mayor of New York*, six Barbour, page 209, the court says: "The people have not ordained that taxation shall be general so as to embrace all persons or all taxable property within the state or within any district or division of the state; nor that it shall not be numerically equal as in the case of a capitation tax, nor that it must be in ratio of the value of each man's land or of his goods or of both combined; nor that a tax must be so extensive of the district or upon all the property in the district which has the character of and is known to the law as a local sovereignty, nor have they ordained or forbidden that a tax shall be apportioned to the benefits which each taxpayer is supposed to receive from the object on which the tax is expended. In all these particulars the power of taxation is unrestrained."

In Rhode Island in the matter of Dorance Street, 4 R. I., page 230, Chief Justice Ames says: "It is evident that a gain even the fanciful or formal support for its existence only when the law is to be applied in the case one part only, whose land is to be taken for the street, leaving a part benefited, or to one whose land is to be taken in one place, he having land benefited in another, in which cases the law provides for a set-off of benefits against damages, the balance either way, only, to be reported by a commissioner or a jury. We say formal or fanciful only, because it must be evident that after all the real question is, Can there be such a constitutional assessment for benefits upon estates benefited by the improvement; for if there can be, no reason can be given why a man should be excused from his assessment upon one part or his estate really benefited, because another part of it has been taken to make the improvement."

Hare of American Law, vol. I, page 310, says: "The conclusion that the main current of decisions may therefore be said to be, that notwithstanding some apparent exceptions, local assessments are constitutional only when imposed to pay for local improvements, clearly conferring local benefits on the property so assessed, and to the extent of these benefits. They cannot be imposed when the improvement is for the general good, without an excess of local benefit to justify the charge."

In 1882, Judge Fintch in the matter of Church, reported in the 22nd., N. Y., page 6, said: "There is no force in the objection that after fixing the assessment district, the total expense cannot be assessed on the property, but only so much as is actually benefited." That is but another form of saying that the legislature cannot impose the whole cost upon the area which it decides is benefited to that extent. The case of Stewart vs. Palmer, holds that the legislature may cause local improvements to be made, and authorize the expense thereof to be assessed upon the land benefited thereby.

Judge Sharswood of the Appellate Court of Pennsylvania, in

the case of *Hannel vs. the City of Philadelphia*, reported in 65 Pennsylvania St., page 146: "The original paving of a street brings the property abounding upon it into the market as building lots. It is therefore, a local improvement with benefits exclusively peculiar to adjoining properties. Such a case is clearly within the principle of assessing the cost of the lots lying upon it. Perhaps no fairer rule can be adopted than the proportion of front feet, although there must be equalities if the lots differ in situation and in depth. Appraising their market values and fixing the proportion according to those in a plan open to favoritism or corruption or other objection. No system of taxation the wit of man can devise has been found perfectly equal. But when a street is once paved and open, thus assimilating the rest of the city and made a part of it, all the peculiar benefits to the locality derived from improvements have been received and enjoyed. Repairing streets is as much a part of the ordinary duties of the municipality for the public good, as cleaning, watching, and lighting. It would be a monstrous injustice and inequality should such general expense be provided by local assessments."

Judge Lindsay, in the case of *The Broadway Baptist Church vs. McAtee*, reported in Bush 8, page 512, and also in Simpson on Municipal Assessment, page 6, says in part: "The owners of such property receive and enjoy very nearly the permanent advantages accruing to the city from the construction, repairs, and reconstruction of the streets upon which their property may be situated. The general public certainly receives incidental benefits from such improvements, but the benefits to the owners of the real estate are direct, appreciable and permanent. The original improvement enhances the value of the property adjacent to the street improved by making it accessible to the public and attracting trade and population. This enhanced can be preserved in no other way than by keeping the street in repair and by its reconstruction when too much worn to be longer repaired. Hence, so far as the right to impose this local taxation

depends upon the enjoyment of the persons taxed of the peculiar benefits arising therefrom, it seems to us, that there is no substantial difference between the reconstruction and the original pavement of the street."

It will be noticed that the two learned jurors just quoted, took diametrically opposite sides of the question of repaving, when the original paving had been worn out. It will also be noticed, that Simpson on Municipal Assessments, supports Judge Lindsay, while I have seen no authority that supported Judge Sharswood, though there may be some.

I will only take up your time in quoting part of another decision from my own state of North Dakota. In the case of Rolph and Cadbury vs. the City of Fargo, the unanimous opinion of the Court was delivered by Chief Justice Guy H. C. Corliss, and is very exhaustive, and a great many authorities are cited, reads as follows: "The owner of the abutting property is by this action, attacking the validity of an assessment to pay the expense of paving a street in the city of Fargo. He grounds his assault thereon, upon the validity of the statutes upon which the assessment was levied. It is not contended that the steps taken by the proper authorities were unauthorized by law. But the broad proposition was laid down by the counsel for the plaintiff, that the statute is void for the reason that it does not limit the total assessment upon property within the special district, to the actual benefits accruing to such district from the local improvement from which the tax is to be levied. When the taxpayer is called on to contribute for general purposes, he is not permitted to challenge the legality of the tax on the ground that he is not receiving a pecuniary benefit commensurate with the sum he is required to pay. Whence comes the right of the Courts to accord him this peculiar privilege in cases of local assessments? It is right here that the fallacy of the cases of the counsel for the plaintiff lies. We cannot discover any foundation for these decisions which hold that a local improvement is an entirety, and therefor cannot be

divided. What proportion of the expense shall be paid by the special district and whether all of it shall be collected therein, is a matter of legislative discretion. But the improvements itself, is not affected by any decision the legislature may make. It still remains local, although that body orders that portion, therefore, shall be collected as a part of the general taxes. It is a fact that it is a local improvement which vests in the legislature the power to direct that it shall be paid out of the local property. This power is not merely a power to order such portion to be collected in the special taxing district as shall be equivalent of the enhancement of the value of property therein, because of such improvement, but to direct that the expense of the improvement as an entirety, be collected in a manner different from that in which the ordinary taxes are collected. It there is any power at all in the legislature to prescribe a distinctive mode of collecting the expense of such an improvement, it is as broad as the purpose for which the tax is to be levied. The Court cannot divide it up and say at what point the power ceases, cannot declare that as to any particular percentage of the cost, the only mode of levying tax to discharge the same shall be a general taxation. How could the Courts ever determine what part should be paid out of the general treasury and what part raised by local assessments? What rule shall govern them in investigating such a question? What right have they to dictate where the line shall be drawn? If, as we believe the Courts cannot require that any portion of the expense shall be collected as ordinary revenues are collected, the whole ground falls from under the postulate, that the limit of the power of local assessment is the enhanced value of the particular land assessed?

NON-PARTISAN CITIZENS' DEPARTMENT

Aberdeen Daily News, April 4, 1900.

I have been invited to come and say to you, if I understand the subject, what we are accomplishing in Fargo without, in any way, receiving aid in revenue from the liquor traffic.

I had the honor, if there was any honor in it, of being Mayor of Fargo during territorial days, when we had about forty-five saloons. So I have had some experience in that direction also, as well as in the past four years when we have had no saloons.

At the time of the adoption of our constitution, when the prohibition amendment was carried, it was represented that it would depopulate Fargo; that houses would become vacant, stores and other buildings would stand idle, property would depreciate, rents go down, to use a slang phrase "all would go to the dogs." I am glad to tell you that prophecy has never been fulfilled, but just the reverse has happened. Fargo has prospered without the saloon far better than it ever did with it. Instead of being depopulated, it has more than doubled its population since the saloons left us; rents have not gone down, but have gone up if there is any difference. There is not in Fargo to-day, nor has there been, a vacant house fit for a mouse to live in, or a vacant store since the saloons are gone.

In the past four years, more than \$1,000,000.00 has been invested in new buildings in Fargo. In 1898, the per capita tax of Fargo was \$10.57.

I do not believe there is a city on the American continent of three times the population of Fargo that did the business Fargo did in 1899. Our building as stated before, has been more than a million dollars in the past four years. In 1898, according to the report of the Mayor of Duluth to the city council, and according to the building inspectors' report in Fargo, there was \$177,000 more expended for building in Fargo than there was in Duluth.

Duluth has about one hundred saloons, deriving \$100,000 in

revenue, I think from this source, while Fargo did not get a dollar from that direction, and I hope and believe, never will.

To show you people the transfers and investments in Fargo real estate, I have compiled the amount of transfer for the past four years.

In 1896, the transfers of property amounted to \$185,578.08; in 1897, it was \$212,876.24, in 1898, \$228,942.82, in 1899, it was \$314,956.94. It will show that the real estate dealing in Fargo in the year 1899, were nearly double those of 1896.

I have the figures if you will permit me to give them to you. We put in 4.2 miles of paving; 8.4 miles of curbing. The average width of the streets are 36 feet between the curbs, at a cost of \$137,013.24. We put in 14,828 feet of sewer of which 4,880 feet were brick. We put in 12,696 feet of water mains at a cost of \$12,100.07, and the sewers cost \$17,935.98, at total of \$167,049.29.

There are men in this building, within the hearing of my voice, who can testify to the fact that what I am telling you is true, and yet, we have reduced the rate of taxation without disturbing the ratio valuation 24 per cent in the last four years.

I claim that Fargo is a prohibition city. I once attended a convention of Mayor and Aldermen at Detroit, Michigan. One of the sessions was devoted to the question of the regulation of the saloon. I did not feel any interest in the subject and did not attend. I went and visited the Masonic Lodge. Some one spoke to me the next day and said, "What is the matter with you? I never knew you to miss a session before." I told him that I was not interested in the subject. "What," he asked, "are you not interested in the regulation of the saloon?" I said, "There are no saloons in Fargo, I never expect to see any there, and I expect to live there the balance of my life." Then he said, "You have not got much of a town." I said, "Compared with your city, we have not, but our building report shows up to July this year, we put in about \$300,000 worth of new buildings."

He said, "You must have what they call blind pigs or worse." I said, "I will guarantee your expenses to Fargo and return if you can buy a glass of liquor, beer or wine in the town; if you cannot, you shall pay your own expenses."

We try and we believe we do enforce the Prohibition Law. I want to say now, no thanks are due to me. The citizens of Fargo are supporting me in this matter and they would support any man. The question of saloons or the saloon business, has been a dead issue in Fargo for four years. If the question of the location of the saloon in Fargo, came before the people, it would not have votes enough to be worth counting.

At the time of the adoption of the Constitutional Amendment, Fargo gave a majority of about 700 against the constitutional amendment. I firmly believe that if a vote were to be taken to-morrow, there would be 700 majority for it.

I know of men of influence who believed it would be a detriment to Fargo not to have saloons, and who now say they never want to see one again, and if the question came up, would vote against it.

To enforce that law, in addition of having a public sentiment back of it, you require the co-operation of four men; your judge, your prosecuting attorney, your sheriff and your mayor. If they are in earnest in the work, you can enforce any law. If they are not, you cannot enforce any law, no matter what it is, and I do not care what you do.

The Mayor governs the city through the police. The ordinary policeman will only see what the Mayor sees. He thinks that if the Mayor put the star on, he can take it off. If he thinks the Mayor would like to see, he sees. If he thinks that the Mayor does not want him to see, he is as blind as a bat.

Now I was asked, this afternoon, by the President of one of your banks, if it was not a fact, that Moorhead, being so close, did not help in this matter, if Moorhead was not the dumping ground of Fargo. I told him "no," they tried making a

dumping ground of Fargo for the bums, but we would not have it; that they came in once in a while and we handled them gently and pleasantly and got rid of them. We maintain twice the police force in Fargo we would have to do if Moorhead was fifty miles away from there. We have to do that as a matter of self protection.

Now understand I am not speaking of the citizens of Moorhead as a whole; I am speaking of the undesirable element that comes in the spring and stays until it freezes up in the fall; the element that hangs around the saloons, wine-rooms, etc. If Fargo was 50 miles from Moorhead I could go home to-morrow and discharge half the policemen and still have plenty of protection for the citizens.

I do not know as I have anything more to say on the subject, I believe I have touched on everything in Fargo.

Personally, I do not believe in politics in municipal affairs. I belong to an organization of which I have the honor of being first vice-president. At the same meeting in Detroit, which I spoke of awhile ago, a resolution was introduced and supported unanimously, making it almost obligatory on those present, to eliminate politics from municipal affairs. There were represented at that meeting over 12,000,000 people, representing such cities as New York, Baltimore, Milwaukee, New Orleans, and others I could name were present. Not one single hand was raised in opposition to that resolution.

Again at the election in Fargo this spring, not a caucus was held, not a nomination was made by a political body of either side. We had four candidates in the field, so far as that was concerned, but politics had nothing to do with it.

Some of the strongest Democrats in the city, voted for me and supported me. I have always been a Republican. I voted for Governor Morton of Indiana and have voted the Republican ticket up to now on everything pertaining to National and State politics. I voted as a Republican for Abraham Lincoln and down

to the present executive, President McKinley, and expect to vote for him again if I live. I have voted for men not Republicans on city and county tickets. If the Republicans are equally as good, I vote for them, if there is one on the other side who is a better man, I vote for him, and for that reason I am not in good standing with what is known as the machine.

If there is anyone in the audience who wishes to ask any questions, they are at liberty to do so.

Q. Tell us something of the amount of crime committed in Fargo.

A. I am right glad you called my attention to that. I went to the States attorney's yesterday when I was called here. Fargo's record for crime is almost as white as the driven snow. In the past four years there have been three convictions for crime in Fargo. One was a burglary, a non-resident, caught in the act. Another was a hobo for highway robbery, one hobo robbing another of the same stripe; and the third was a young man who embezzled \$70.00 from his employer. There has not been an assault, shooting affray, or a crime committed on the streets of Fargo, except in two cases where it was caused by resisting an officer. There is another thing I wish to show you, that is how Fargo entertains strangers during the year. We have perhaps as much of the undesirable element as any city in the United States. But our hotel registers in 1889 showed 157,113 people registered. That shows we entertained some strangers.

Q. How much revenue does Moorhead derive from the saloon licenses; what has been the rate of taxation and have people been satisfied with the results?

A. I think there are about forty-five saloons in Moorhead. The minimum license paid is \$500.00. The taxes are higher than in Fargo. You ask whether the people are satisfied or not. I can only answer this in one way. On the 21st of last month they had an election of Mayor and some aldermen. The candidates were the then Mayor (a wholesale liquor dealer), a man by

the name of Lewis who had been for the wide open policy, and a college professor; the latter was elected.

I want to say just one thing more in that connection. The assessment as shown by the city assessment rolls in 1899 was about \$12,000,000 increase in Fargo and about \$7,000 increase in Moorhead.

Q. Do you have any arrests for drunkenness in Fargo?

A. Yes, sir, I am sorry to say that we do, but they come from the other side of the river. There is one point I would like to state in this connection. My friend Bushnell, has been in Fargo when the town was full of strangers. I believe he will tell me now that he never saw a drunken man on the streets of Fargo.

The way we prevent this is, when we have public gatherings, we know they cannot get whiskey in Fargo, and if they get it, they have to go to the other side of the river. We have two bridges crossing the river, we station a policeman on each bridge, if a man comes along intoxicated, they caution him to go back, if he does not do so, they run him into the cooler.

Q. Are the druggists allowed to sell any liquor?

A. No, sir, nor do I believe they do so.

Q. How does a man get medicine when he is sick?

A. If you have a prescription from a doctor, not otherwise.

Q. Do the doctors ever give prescriptions to the wrong man?

A. I do not know, I never tried it.

Q. In giving the per capita tax of a city having a large population, does that affect the per capita tax?

A. No, sir. I think the people who pay little or no tax would hold good in Aberdeen as well as it would hold good in New York City. The mere fact that one man pays \$10,000 taxes and the next neighbor pays little or nothing, would not affect the average per capita tax. To arrive at the correct amount of the city, I think proportionately, they would be practically the same if not exactly the same.

I have just been handed a paper showing the per capita tax of your city here on a basis of 4,000 population in 1898, \$12.44 against Fargo's \$10.07.

Q. How about gambling in Fargo?

A. If there is any gambling there it is done in private houses and in hotels. There are no gambling houses in Fargo, nor are there any bawdy houses. We have a curfew ordinance which sends the children home at nine o'clock.

Q. Do you enforce the curfew ordinance?

A. We do in patrol limits where the police can reach them. Fargo covers a large amount of territory and we only patrol the business portion.

Q. How many policemen have you in Fargo?

A. Chief, Captain, Detective and eight patrolmen. In the summer time we have twelve, and put one in the park during the summer months. We have less policemen now than we had when I was elected in 1895, and when the population was one third less.

MUNICIPAL GOVERNMENT

Fargo, December 2, 1900.

The question of Municipal Government is one that is of great interest to the people of the United States. Never before has the question of Municipal Government attracted so much attention, not only to the officials whose duty it is to see that the people have the best, and at the same time the most economical government possible, but the average citizen has taken an interest in the matter, and that is one of the best indications that officials will be held strictly accountable for their acts. There is nothing I can conceive of that will bring about the betterment of Municipal Government, than the fact that the citizens generally are taking an interest in the same. Heretofore, very little attention has been given to the government of cities and that is one of the odd things

about our people, when it is considered that the expenditure of the Federal Government, large as it is, is but a "drop in the bucket" as compared to the expenditure of the municipalities of the U. S. I can name enough cities on the ends of my fingers whose expenditures will exceed the expenditures of the United States.

The problems to be solved by the officials who are charged with the government of cities, are perplexing indeed. The citizens want improvement in every direction — in fact they want not only the improvements, such as paved streets, sewers, sidewalks, lights, police protection and many other necessities, I might almost say luxuries, but insist in having the same, and at the same time the average citizen will condemn the officials on account of taxes. It is difficult indeed to be able to comply with all the demands made, and at the same time keep the expenses down.

A city is very much like an individual — if it must have improvements it must expect to pay for them — and the only way of doing so is the way of levying of taxes, either direct or by special assessment. By special assessment is meant such taxes as the paving of streets, construction of sewers, putting down sidewalks and any other special improvement that does not benefit the whole population of the city. In some, in fact in most of the cities, some of these improvements are paid for in part by the citizens at large, or from the general fund; the amount varies according to the ideas of the municipalities and the legislative enactments. In Fargo, for example, the city pays one-fifth of all the paving we do. Some cities pay more and then again I believe some do not pay anything, but allow the abutting property to pay it all.

In making these improvements, the first thing that confronts the officers is not only to secure the latest and best work and method, but at the same time the cheapest in order that the expense to the property owner may be as light as possible. In

order to do that, the greater part of the cities do their public work under what is known as the contract system, or by letting the work to the lowest and best bidder: and mind you, the lowest may not always be the best bidder. Some few cities do their own public work by the day labor, the city being the employer and doing the work under the superintendency of its engineering department.

It is only of late years that any systematic efforts have been made by the municipalities themselves, acting of course through their Mayors and Councils, to ascertain the cost of various public improvements; that is, each city knew what it paid but did not know what its neighbor paid for similar services and work.

I have so far only spoken in a general way of municipalities and will say but little about our own city, for you all know as much about it as I do. I claim that Fargo, considering the size of the place and the number of strangers who come here every year, some of them are not such as we would invite to come, is the cleanest city in the United States; we have less crimes committed here than in any other city in the Union doing the same amount of commercial business.

There is one request I have to make and you may consider that a personal one if you please; that is, if you see anything to find fault with, don't scold and condemn it, but call on me and if I cannot remedy it, I will at least try. You may see something to condemn that I do not know anything about. Above all things, do not write me any letters unless you sign your name to them. I frequently receive letters without any signature. I pay no attention to them, nor will I do so in the future.

I was shown a letter written to one of our papers a few days ago by some one who did not sign her name — she said the writer was a woman. If she will come to me and tell me what she knows, I will be pleased to take it up and do my best to remedy the matter. If she has any information I am entitled to it, if I am expected to act, for at the present I am entirely ignorant as

far as any knowledge that would be of any value before our courts.

THE CONTRACT FOR STREET IMPROVEMENTS

Charleston, S. C., December 13, 1900.

Should such improvements as the construction of sewers, water works, sidewalks, pavements, grading, etc., be done under the contract system or by the municipality as the employer of day labor?

The question of street improvements has, in the last few years, assumed a much larger share of the attention of municipalities, and a very large proportion of the public funds are used in such improvements, than was the case but a few years since. Streets well paved and drained is one of the things that each municipality expects of its officers, and, while that is the case, the tax-payers justly hold the public officials to a strict accountability for the money expended. It is but a comparatively short time since any paving excepting granite blocks has been used. In fact, it is but a few years since anything but granite was considered suitable for paving. Now, however, there are many other kinds, among which may be mentioned the Nicholson or block paving, asphalt, brick and macadam. Of these macadam costs the least, the Nicholson next, and so far as I know, or have been able to ascertain, asphalt is the most expensive. Paving, like electric lighting, is one of the questions that, as to the price, each municipality seems to have worked out for itself. The prices differ greatly under seemingly similar conditions, as may be seen from the following figures.

TRINIDAD ASPHALT

	Price paid	Years guaranteed
Buffalo, N. Y.....	\$2.53	5
Cincinnati, O.....	2.35	5
Cleveland, O.....	2.55	10
Columbus, O.....	2.40	10
Camden, N. J.....	1.77	10

	Price paid	Years guaranteed
Chattanooga, Tenn.....	2.85	15
Hartford, Conn.....	2.59	5
Kansas City, Kans.....	2.12½	5
Minneapolis, Minn.....	2.00	5
St. Paul, Minn.....	2.55	10
New Orleans, La.....	2.80	5
Providence, R. I.....	2.45	5
St. Joseph, Mo.....	2.80	5
Syracuse, N. Y.....	1.40	5
Utica, N. Y.....	1.85	10

Where other asphalt, except trinidad or bermudez, has been used, the prices seem to differ as much as in the cities quoted, as, for instance:

Los Angeles, Cal.....	\$1.44	No guarantee
Salt Lake City, Utah.....	2.79	5 years guarantee
Springfield, Mass.....	3.07	10 " "
Binghamton, N. Y.....	1.59	5 " "
Erie, Pa.....	1.99	10 " "
Detroit, Mich.....	1.65	10 " "
Grand Rapids, Mich.....	1.55	5 " "
Scranton, Pa.....	1.95	5 " "

In vitrified brick paving, the prices seem to vary as much as in asphalt, as will be seen from the following:

	Per sq. yd.	
Atlanta, Ga.....	\$1.85	6 in. concrete
Altoona, Pa.....	1.60	" "
Baltimore, Md.....	1.73	" "
Burlington, Ia.....	1.40	" "
Bloomington, Ill.....	1.20	" "
Binghamton, N. Y.....	1.97	" "
Cincinnati, O.....	1.70	" "
Columbus, O.....	0.89	Broken Stone
Camden, N. J.....	2.26	6 in. concrete
Council Bluffs, Ia.....	1.36	4 in. sand flat brick
Chattanooga, Tenn.....	2.30	6 in. concrete
Detroit, Mich.....	1.60	" "
Dubuque, Ia.....	1.35	" "
Erie, Pa.....	1.69	" "
Ft. Wayne, Ind.....	1.50	" "
Grand Rapids, Mich.....	1.50	" "
Holyoke, Mass.....	2.02	" "
Houston, Texas.....	1.85	" "
Joliet, Ill.....	1.05	" "
Jackson, Mich.....	1.24	" "
Kansas City, Kans.....	1.08	" "
Los Angeles, Cal.....	2.70	Sand on flat brick

	Per sq. yd.	
Little Rock, Ark.....	2.25	6 in. concrete
Minneapolis, Minn.....	1.66½	" "
Meriden, Conn.....	2.27	" "
New Orleans, La.....	2.10	" "
Philadelphia, Pa.....	2.13	" "
Providence, R. I.....	2.10	" "
Syracuse, N. Y.....	1.78	" "
Springfield, Mass.....	2.16	" "
St. Paul, Minn.....	2.00	" "
Saginaw, Mich.....	1.17	" "
Trenton, N. J.....	1.57	" "
Toledo, O.....	1.22	" "
Troy, N. Y.....	1.60	" "
Topeka, Kans.....	1.77	Sand on flat brick

St. Paul, Minn., has put down some paving with what is known as Kettle River sandstone. City Engineer O. Claussen, under date of October 2, 1900, writes me that asphalt paving costs \$2.55, and Kettle River sandstone costs \$2.45, and vitrified brick \$2.00 per square yard.

Ex-city Engineer F. W. Cappelen of Minneapolis, Minn., under date of September 21, 1900, gives me the following information, viz.: "In 1897 the city council advertised for bids to pave Seventh Street, a distance of 8 blocks, with vitrified brick. The prices bid were \$2.00, \$2.02 and \$2.04 per square yard; all bids were rejected and new bids called for. The new bids were \$1.90, \$1.99, \$2.02, and \$2.04 per square yard.

"A resolution awarding the contract to the lowest bidder failed to pass in the city council, and the third time bids were received ranging in price from \$1.99 to \$2.00 per square yard; showing that the contractors' combination was invulnerable and, as a result, the City Council ordered me, then the city engineer, to buy all necessary material in the open market and pave the street myself under the same specifications upon which the contractors submitted bids. This was done in a thorough manner for \$1.66½ for ten hours work and teams \$3.50." Under date of October 13, 1900, Mr. Cappelen again writes me as follows: "The price, or rather, cost of paving this year, under the 8 hour law, \$1.75 for

common labor, was as follows: Vitrified brick, \$1.81 to \$2.10 and \$1.82 to \$6.10 per square yard, cement filler used, which is only half as expensive as filling used on Seventh Street. Sandstone on same foundation, with 4½ foot gutters of brick, \$1.50 per square yard. Asphalt costs this year \$2.59 per square yard. The city built the foundation and the Barber Asphalt Company put down the top; the city paying for the material and labor and 10 per cent for tools, etc., showing this method for asphalt not as economical as you can have it laid on a 10 year guarantee for to cost not exceeding \$2.40 per square yard."

I again quote City Engineer Claussen of St. Paul, Minn. In his report to the Board of Public Works, under date of January 1, 1900, I find the following, viz.: Cedar blocks, on plank, 408,610 yards, at an approximate cost of \$1.25 per square yard and 48,297 of yards cedar blocks on concrete, at an approximate cost of \$1.31 per square yard.

In Fargo, we have over 20 miles of cedar block paving, laid on plank, with 3-inch sand cushion and gravel tamping, and after tamping, a layer of fine gravel, about 2 inches deep, is left by the contractor and is firmly packed in all the crevices; by this method paving soon becomes one solid mass. Our paving has been down about 6 years; that is, since we first began to pave, and has proven very satisfactory. It will last for some years yet, and so far it has not cost us anything in the way of repairs to speak of. The cost has been from 96 cents to \$1.11 per square yard, the average being about \$1.03. This includes all excavation and filling. It will be seen that while it costs \$1.25 per square yard for cedar block paving in St. Paul, it only costs \$1.03 in the city of Fargo; in both cases the work being done by contract under competitive bids for the work.

SEWERS

The cost of constructing sewers is a much more difficult matter to determine, by way of comparison, than paving. In paving, all the work is on the surface and comparisons can be made with

much more certainty than it seems when the difference in depth of the excavation, as well as the character of the soil of the streets to be excavated, must be judged separately. That being the case, I shall not endeavor to make many comparisons, and, for that purpose, will take the cities of St. Paul and Minneapolis, Minn., as the best I can find for the purpose. The conditions are as nearly alike as possible, being only 10 miles from the City Hall in one city to the City Hall in the other; labor, materials and all other conditions being alike. I will quote City Engineer Cappelen of Minneapolis. By his report, I find, that in 1899 the city constructed a number of sewers, the city doing the work by day labor at \$1.75 per day for common labor, for 8 hours work. I find that there were seven 12-inch sewers, constructed at an average depth of 12 feet 11 inches at an average cost of \$1.80 per lineal foot. The cost varied from \$1.33 to \$2.50 per lineal foot, according to the character of the excavation. I find that seven sewers are constructed with 15-inch clay pipe, at an average depth of 12 feet 7 inches, and at an average cost of \$1.82; the cost ranging from \$1.33 to \$2.47 per lineal foot.

I find five sewers constructed of 18-inch pipe at an average depth of 12 feet 5 inches, and at an average cost of \$2.48 per lineal foot. To show the difficulty in comparisons on sewers, Mr. Cappelen's report shows one 15-inch pipe sewer (not quoted above) that cost \$3.30 per lineal foot and 14 feet 8 inches deep. While he shows that 24 brick sewers, costing from \$2.50 to \$4.03 per lineal foot, or an average of \$3.33, and at an average depth of 16 feet 8 inches.

City Engineer O. Claussen of St. Paul, under date of October 31st, writes me that the average price of a 12-inch sewer, 12 feet deep, is \$1.00 per lineal foot. And the average price of a 15-inch sewer is \$1.20 per lineal foot, and for 18-inch sewer is \$1.50 per lineal foot, each 13 feet deep, and for brick sewers, \$15 per thousand and brick laid.

In Fargo we have a large amount of sewers of various sizes.

Under date of October 31st, last, City Engineer Samuel F. Crabbe, reports the cost of the different size sewers as follows, viz:

12 inch pipe sewers,	depth 16 feet,	\$1.20 per lineal foot
15 " " "	16 " "	1.68 " " "
18 " " "	16 " "	2.13 " " "
20 " " "	16 " "	2.40 " " "
24 " " "	12 " "	1.80 " " "
33 inch brick sewer, average depth 17 ft., \$4.74 per lineal foot.		

Above are the only comparisons I shall make. As stated at the beginning, it is difficult to do so, with justice to the cities where the comparisons are made. I find the summary of the comparisons quoted above, viz.:

City of Minneapolis, doing the work by day labor.

12 inch-pipe sewer	14 feet deep,	cost \$1.80 per lineal foot
15 " " "	12.7 " " "	1.82 " " "
18 " " "	13.5 " " "	2.46 " " "
24 " brick sewers	16.8 " " "	4.08 " " "

City of Fargo, under contract system.

12 inch pipe sewers	14 feet deep,	cost \$1.20 per lineal foot.
15 " " "	16 " " "	1.67 " " "
18 " " "	16 " " "	2.13 " " "
20 " " "	16 " " "	2.40 " " "
24 " " "	12 " " "	1.80 " " "
33 " brick	17 " " "	4.74 " " "

St. Paul under the contract system.

12 inch pipe sewers	11 feet deep,	cost \$1.00 per lineal foot,
15 " " "	13 " " "	1.20 " " "
18 " " "	13 " " "	1.50 " " "
Brick sewers, \$15 per thousand brick laid		

It will be noticed that, in a comparison between Fargo and Minneapolis, the latter city is quoted as doing its work by day labor and Fargo by contract. Fargo gets its work done, not only at a less rate per lineal foot but at a greater depth than Minneapolis does. On the other hand, St. Paul has its work done as in Fargo, under competitive bids, for less than either of the cities quoted. That is, it looks so on the face but in fact, Fargo, under the contract system, gets its work — both in paving and sewers — for less money than either of the cities quoted in this paper. The reason for that, the difference in freight alone, between Fargo

and the Twin Cities, makes a difference of not less than 20 per cent on the cost of the materials used, and the farther east you go, the greater will be the difference in that respect. There is still another feature that will convince anyone that this statement is correct. In the quotation from the Twin Cities on sewer construction, I have taken only the sewers constructed in 1899, while in Fargo I have taken the cost of the entire system, from the construction of the first sewer to date, and it is a well-known fact with us, at least, that we now secure bids at a very much lower figure than at first. In fact, we have had 12-inch pipe sewers for 71 cents per lineal foot and other sizes in proportion, while the average for the 12-inch, 14 feet deep, is \$1.20.

While I am a strong believer in the municipal ownership of all public service industries, such as water, lights, (either gas or electricity) street cars and other municipal monopolies, I cannot, with the light I now have, advocate the municipalities doing their own work. In reply to an inquiry, one of the most eminent engineers in the Northwest says that the greatest objection and the reason that contractors could compete with the cities, was on account of the character of the labor he was enforced to employ, the same being forced upon him by the aldermen of the different wards of his city, and I am satisfied that until municipal affairs can be divorced from politics and put upon a business basis, the same objections will apply. I trust that the day is not far distant when the affairs of the municipalities of the United States will be managed in the same manner and with the same care toward the taxpayers that large corporations are managed in the interest of the stock-holders (and the taxpayer is the stock-holder) and we are their managers and directors, and I am pleased to be able to say and say it truthfully, that the end sought for has been quickened very materially by the organization of the League of American Municipalities; and we have just begun the great work that our fellow citizens have imposed upon us and those who will succeed us.

MINNESOTA AND NORTH DAKOTA EDITORS.

Fargo, May 14, 1901.

It has been my good fortune to have met many associations which have honored us with their presence during the past five or six years, but I can truthfully say that at no time has it afforded me greater pleasure to meet any of them than it does to meet you. The public owes to the press a debt that it can never fully repay; to you, the Northwest owes much of its prosperity. You are called upon to use your columns and influence for all kinds of schemes, and if good, you are ready to lend a helping hand; if bad you are ready to expose it, which is right and proper. My personal experience with the press may not have been so great as may have been the case with a great many men, but what it has been has been exceedingly pleasant and I must confess that you have treated me a great deal better than I deserve.

I am pleased with the opportunity afforded me of greeting you, and that you have selected Fargo as your place of meeting at this time. We think we have the greatest little city in the world, and we owe it to the press of the Northwest. When I say we have the biggest little city, I think I can substantiate it. Uncle Sam's enumerators gave us less than 10,000 last year, which, by the way, I think I can demonstrate is wrong but, be that as it may, Fargo is the only place in the United States of its size that can claim the distinction of having a post office that ranks as first class. There is only one place in the world that exceeds us as a distributing point for farm machinery.

I assume that you have a program that includes a long list of speakers, so I shall not take up any more of your time. In the name of the citizens of Fargo; I bid you welcome and invite you to meet here as often in the future as you can.

NORWEGIAN DAY

Abercrombie, N. D., May 17, 1901.

I fear your corresponding secretary has done your library an injustice in inviting me to address you and I know of no reason why you should be punished in listening to me (who am not an orator) when you might have been able to secure one who was.

This day is celebrated in all parts of the civilized world, or wherever the hardy Norseman has found a home. He is patriotic and justly so; while he remembers the land of his birth, he does not forget his loyalty to the land of his adoption; as has been demonstrated in many fierce battles both on land and sea. Not only has he proven his loyalty to his adopted land in war, but he has demonstrated his ability to take a commanding position in the arts of peace and in the development of this great country.

Wherever you find the Norseman, you find him among the leading men of the community; you find him on the farm and in the work shop, you find him occupying chairs in our colleges; you find him in the learned professions, such as law and medicine. You find him in our state and national legislatures; you find him in the executive chairs of our states and cities and in all of them you will find him devoted to the duties devolving upon him. You may go where you please and wherever he holds sway, as in the case of some of the counties not only of this but of other states, you will find no scandal connected with his administration of public affairs.

The highest compliment I ever heard in behalf of any people I heard in the Methodist Church at Fargo some years ago, when I heard Miss Preston, then, and I believe now, President of the Women's Christian Temperance Union where, in speaking of the attempt to have the prohibitory amendments to the constitution resubmitted, she said that attempts had been made to use money on the Scandinavian members of our Legislature and that it had failed, although many of the members were in debt with

mortgages on their homes and needed the money; yet, in the face of the fact they might lose their homes, they preferred that to losing their honor. This was in direct contrast to what is said to have taken place repeatedly in some of our cities where other elements than the Scandinavian is in control.

My Scandinavian friends in Fargo for some years have been kind enough to overlook the fact that I am not an orator and have invited me to address them on this, their national holiday; at the times named I had never visited Norway — hence I could not feel for them as I think I now can. Since that time it has been my good fortune to not only have had the pleasure of visiting Norway, but Denmark and Sweden as well. The peoples of the three countries are of one blood and have practically a common history; one that is a credit to all who have a drop of Scandinavian blood in his or her veins.

It was your hardy ancestors and mine who were the pioneers of human liberty. Wherever the Scandinavian holds sway and left his descendants, you will find to-day the greatest measure of human liberty; as will be seen in the Scandinavian countries, as well as in England and Scotland.

It will take too long to tell you of what I saw and learned of Norway and other Scandinavian countries during my trip to Europe last winter, so I will confine myself to a few facts I gathered while there. At the top, I place education. They are the best educated of any people in the world; only six-tenths of one per cent over the age of ten years are unable to read and write and have acquired the rudiments of arithmetic. This is a distinction that not even this great country of ours can boast. Again, in Norway, and in fact, all the Scandinavian countries have, to all intents and purposes, full liberty and are ruled nominally by the Royal Government. In Norway they have universal suffrage, based on a small property or income qualification, and every man can aspire to the highest position in the land, save only that of actual ruler; the same as in this country a foreign born citizen

cannot aspire to the Presidency. In all other respects he has the same opportunity, so far as the law can give it to him, that he has here. In Norway and Sweden, some of the men who hold important positions not only in the church, but in the navy and army, in the diplomatic and consular service as well as in their legislative assemblies and even in their cabinets, have been laboring men. The Archbishop of Sweden is the son of a private soldier; and one of the members of King Oscar's cabinet (so I was told) is the son of a common laborer.

During my travels in Europe, I found natives of Norway as Consuls at Christiania, Norway; Gothenburg, Sweden and Rotterdam, Holland. I also found a descendant of Norway as our Minister at Copenhagen, Denmark, and in each case I was proud of them, not only as representatives of the United States, but from the further fact that they and I had sprung from the same blood.

The world is indebted to the Norwegians for the first real discovery of America. It is a well established fact, that they not only discovered what is now known as the American continent, centuries before Columbus landed on our shores, but actually made a settlement near Martha's Vineyard, Massachusetts.

I have no doubt but that Columbus became possessed of the fact of the existence of a continent here, from the fact of its discovery by the Norwegians, and that he used the knowledge to his own advantage. News of discoveries did not travel so fast in those days as in these; there were no ocean cables to transmit the news under the raging billows, nor land telephones or telegraphs to transmit it after emerging from the briny deep; it took years to circulate the news which would take but a few hours to-day. When Columbus found the secret of the Norwegian discoveries of a new world, he went at once to the most corrupt and superstitious country and government of the time; between plying on their cupidity and superstition, he finally succeeded in securing funds with which to rediscover this new world of ours. I am one

who believes in giving honor where honor is due, and for that reason I take off my hat to the Norwegian sailor as the actual discoverer of America.

I wish to congratulate you on the steps you have taken to secure the library; it is something which every community needs. By the establishment of a circulating library, those who have not the means of buying full libraries of their own, can have the use of a public library, which is his or her own for all practical purposes.

I have been a "jack of all trades" and among others have tried the establishment of a library in Fargo. Last July I sent out 2,500 letters to Members of Congress, Senators, Cabinet, Army and Navy Officers, Governors of states, Mayors of cities, as well as to all the prominent railway officials; asking each one to send one or more books for our library, and to sign their name in each book, thus making it to a large extent, an autograph library. I have received more than one book for every letter I sent out, and as I believe in "The Golden Rule" I take pleasure in leaving with your secretary, a volume for your library, and wish for you all the success that it is possible for anyone to have in your undertaking.

MEMORIAL DAY ADDRESS BEFORE THE G. A. R.

Lisbon, N. D., May 30, 1901.

I doubt very much whether any of you have ever had an ex-Confederate soldier address you on your memorial day before. It was my misfortune to have served fifteen months in the Confederate Army. I don't know as my personal experience as a Confederate soldier will interest you; but will take my chances, more especially so, as I served to some extent on the Union side before the war closed.

The year before the breaking out of the Civil War, I had gone from Stillwater, Minn., to Texas. I arrived in Texas, Jan. 21, 1861, just in time to get into trouble. One week after the battle

of Bull Run, I was waited on by a vigilance committee, composed of one native of New York, another of Indiana and the third, a native of Tennessee, and I want to say that the Tennessean treated me with the most consideration. Without tiring you with what took place between the committee and myself, I will simply say that I was informed that unless I would join the Confederate army, they would not be responsible for my life. Five men had been hung in the adjoining county the week before, for being Union men and having celebrated the Union victory of Bethel.

I finally joined a company of Texas rangers, organized to defend Texas against the Indians. My company was afterward transferred to the Confederate service. We took part in various campaigns; the first against the Creek Indians and later, in the campaign that resulted in the battle of Pea Ridge, Arkansas. After the Pea Ridge campaign, we were dismounted and acted as infantry and were sent to Corinth, Mississippi, to assist Beauregard against Gen. Grant.

After the evacuation of Corinth, we went to Tupelo, where we camped for some time. From there, we were sent to Knoxville, Tenn., and from there across the mountains into Kentucky, where we took part in the battle of New Richmond, August 31st. There, I was transferred to the staff of Gen. Daniels of Georgia and served with him until I escaped, October 13, 1862.

During my service in the Confederate army, I participated in four battles; namely, against the Creek Indians, Dec. 25, 1861; at Pea Ridge, Ark., March 4th, 5th, and 6th, at Farmington, Miss., May 9th, and at New Richmond, Ky., Aug. 31, 1862. I was wounded at Pea Ridge in the cavalry charge that Gen. Ben. McCullough was killed in.

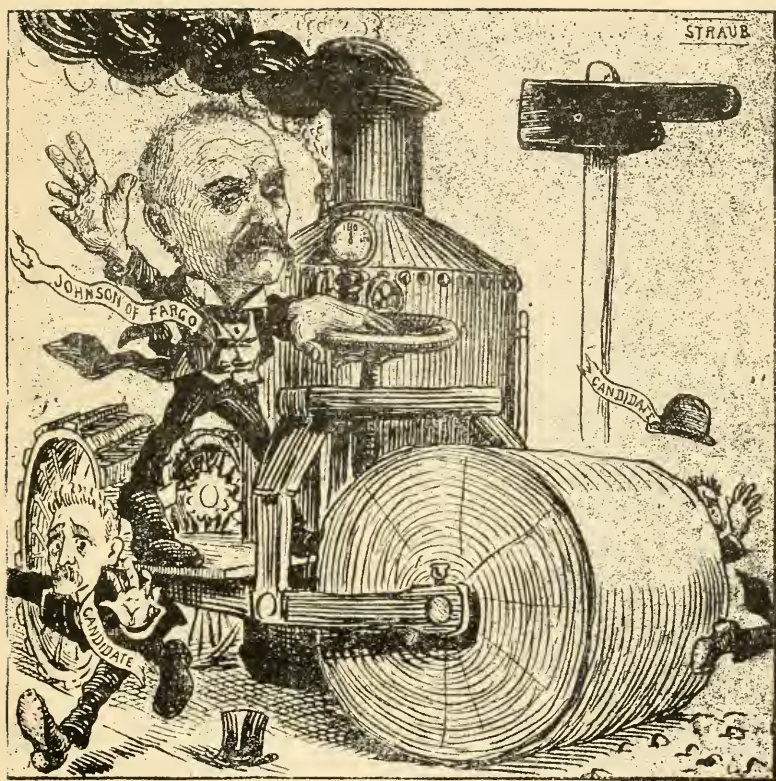
I attempted to escape to Corinth, Miss., and got within two miles of Gen. Grant's picket line when I was captured by a Confederate out-post and taken back to Corinth. I found no opportunity to make another effort to get away, until Gen. Buell drove Gen. Bragg out of Kentucky, after the battle of Perryville.

After my escape, as stated, I went to Indiana, where I entered the employ of the Ohio & Mississippi Railway and learned the trade of locomotive engineer and later on, in the South, I entered the service of the United States in that capacity, and served until the close of the war in Tennessee, Alabama, and Georgia.

You will thus see that I saw as much of the war as fell to the most of the men who participated in it on either side of that great conflict. It is hardly necessary for me to tell you that my sympathy was with you; and I want to say to you that if I had the power, I would pension every man who wore the Union uniform and had an honorable discharge to show for it, and I would make the pension large enough so you could at least live in comfort the balance of your days.

The present generation cannot know what you and your comrades endured in those awful years from 1861 to 1865. No one who was not old enough to understand, and even those who saw nothing of the war itself, can appreciate your services and suffering. No country on earth has ever had such soldiers as you were, nor any who achieved such results as you did by your valor and patriotism. No one who took no part, or saw the sufferings you endured on the march under a burning sun, or wading through the mud and slush to your knees in winter, camping in and near fever breeding swamps, lying on battle fields, wounded and suffering, or racked with pain on the hospital cot with no one near or dear to sooth you with kind words and sympathy, can ever have any conception of what you endured.

One of the saddest sights I have ever witnessed, was between Huntsville and Stevenson, Alabama. After the surrender of Gen. Lee, I was coming from Huntsville with a train of soldiers, going to Louisville to be mustered out. My train was flagged and after stopping, I went forward to see what the trouble was and found that the section ahead of me had been derailed, a common occurrence; only this particular one had at least, one sad feature connected with it. One of the victims of that disaster was a young



UNDOUBTEDLY A COMING MAN.

Indianian, who had enlisted at the beginning of the war as a private; re-enlisted as a veteran; went home on a furlough and was married; he had only been at home two weeks and had left his bride to await his return. He had escaped the shot and shell of the Confederates and was killed on his way home to meet his bride. I saw him laid out and on his shoulders, he wore the shoulder straps of a captain. Just think what that meant for that poor girl-wife, in her Northern home? Yet it was only one of hundreds of thousands not, perhaps, all so striking, but the blow was as hard to bear for other mothers, wives and sisters, to say nothing of sweethearts, as it was to her.

In all the wars of the world, either before or since the great Civil War in which you took such a prominent part, there has not been such men as composed the Union armies and it is certain that their superiors will never be seen and their only equals could be found among Americans and no other country could duplicate them.

You have set an example for coming generations that for all times to come, human liberty will be safe.

It has been my good fortune to have seen the armies of several of the European governments, and what I have seen can in no way compare with our boys in blue that offered their lives for the Starry Banner. You went to the front as patriots in defence of free government and human liberty; the armies of Europe stand for just the reverse of what you stood for. To begin with, they are nearly all conscripts, and not volunteers, as you were; they march against their enemies, not to defend a principle, but to defend the person or notions of some crowned head. You had a direct interest in the result; they have none. You were the sovereigns who fought the battles of your country; they are the puppets who have no interest in the conflicts and it makes no difference to them which side conquers; they will be slaves of some Napoleon or William, no matter who wins. You shouldered your musket because human liberty and popular government

was in peril; they shoulder their guns because some man, who, man for man, is no better than they are, may have some personal ambition or wish to avenge, a personal pique who, by accident of birth, is their master.

One of the things of my life that I regret above all others, is that I cannot be reckoned as one of your comrades. Had I not been foolish enough to have gone South in 1860, I would now either have that honor; or you, or some one else would be putting flowers on my grave to-day. All honor to you and those who have received their last discharge; who bared your breasts to the storm of shot and shell in order that the Union might survive. You are entitled to and will receive, as your comrades have who have gone before you, have received; the crown of glory promised in the Good Book to all who do their duty to their God and their country.

I said that if I had the power, I would pension every old soldier who had an honorable discharge. Some of you, no doubt, have had some experience in securing pensions justly your due. I will give you the experience of one of your comrades who we all love and respect. It is our mutual friend Major Edwards. He made an application for a pension that, like a great many others, hung fire a long time. During one of Cleveland's terms, he was in Washington and a friend introduced him to Commissioner Murphy, chief of the pension bureau. The friend told Mr. Murphy that the Major had an application in. Mr. Murphy told a clerk to get the papers, and, while the clerk was gone, Mr. Murphy told the Major that he was expected to make a Democratic speech in Maryland that evening and did not know what to say. Major Edwards told him to do as he, the Major, had been advised to do. Mr. Murphy asked what that was, the Major said that he had been invited to deliver a memorial address in Tower City. The Major told the committee that he would be glad to do so, but did not know what to say. Some farmer on the committee told him to abuse Cleveland and that would

please most of the boys and suggested that Mr. Murphy do the same. The Major expected it would make Mr. Murphy mad, but did not care. By this time the papers came back and Mr. Murphy, on examining them found six department reasons why the pension should not be granted. He took a pencil and crossed out all six and the result was that in less than thirty days, the Major not only got his pension, but about eight hundred dollars, back pension with it. I trust that those of you, who have not received your pensions will fare as well as our mutual friend did.

In conclusion I thank you all for the honor you did me in inviting me to appear before you to-day, and trust that your last days on earth will be peaceful ones, if any men have earned it you have. This peaceful valley resounded with the fearful war whoop of the Indian, during the dark days between 1861 and 1865, and it may be that some of you who are here to-day were participants of the fearful Indian massacre of 1862. If such is the case, you are doubly blessed to live to see the day when it was turned from the haunts of the savage Indian to what it is to-day.

It was appropriate that your comrade, Governor Burke, should assist in placing the North Dakota Soldiers Home where it is. No contrast could be greater than to look back to 1863 when the Boys in Blue were driving the wild Sioux from here and to what it is to-day with peace and plenty surrounding you all.

CITY OF FARGO

June, 1901.

The history of Fargo, if fully written up, would be as thrilling as any Fargoite would wish. It would consist of two parts or chapters. Chapter one, would be from the first settlement to June 7, 1893, at the time of the great fire which nearly destroyed the entire city. The second chapter would be, from that time to the present. About 2:30 in the afternoon of June 7, 1893, the dread alarm of fire sounded. No particular attention was paid

to it; we all knew we had a fire department that had no equal anywhere. But with the dry weather that had prevailed for some time previous, and the high wind, some sixty miles an hour, the fire soon got beyond control of the "Fire Laddies" and the result was the destruction of over \$3,500,000 of property in less than six hours' time. It was an awful time, but the citizens who had built up Fargo, were not discouraged, the bricks and debris had not cooled when you could see men removing the rubbish preparatory to the rebuilding of the New Fargo. The morning after the fire, Mayor Emerson H. Smith, called a meeting of the citizens to take steps to relieve those who had lost their all and were destitute and homeless, more than \$4,000 were subscribed by the men who, themselves, had been heavy losers the day before. That was the crucial test of Fargo and that she stood it is evidenced by Fargo of to-day. Since that time Fargo has doubled in population, and doubled, yes, more than trebled in business, and stands forth to-day as the model city of not only the Northwest, but the whole country. Fargo has the distinction of being the smallest city in the United States that has a Post Office which ranks first class.

The great fire was a forerunner of what has since become known as the "Fargo Fire Festival." It may be well to say a few words about the origin of it. On June the 7th, 1894, the Shriners met in their hall to compare notes of what had been accomplished in the past year. Someone — I think it was Hon. Frank J. Thompson — suggested that we go out for a parade. Mr. George R. Freeman secured some walking canes, some music was secured and Capt. Cornwall was mounted on a jackass, that was roaming the streets, and about forty Shriners started. The next year much more was added to it; in 1896, it had assumed such proportions that the parade was about one mile long. In 1897 other societies were invited to participate, which they did with credit to themselves. The parade that year was one and a half miles long. In 1899, the city council took the matter up

and made it a permanent feature by appointing a permanent committee, consisting of the mayor, the senior alderman of each ward, and the presiding officers of the various secret societies. It was found in the later years, that one day was not sufficient, so we have had it three days, and it will be held three days this year; viz., June 5th, 6th, 7th, next. Among the features that we expect to have here, are the following: Free vaudeville street shows, tight rope walking, parade of the secret societies, school children from all schools and colleges of Fargo and Moorhead, and the industrial parade; we also expect to secure the First Regiment of the North Dakota National Guard and the Spanish War veterans. Steps looking in that direction are now on foot, and we do not anticipate a failure. On the night of June 6th, will be held the street carnival where it is expected more than 2,000 will appear en mask. We expect to have eight bands of music here and they will give a massed band concert.

Above are only a very few of the features that we expect to have for the entertainment and amusement of our guests.

LEAGUE OF AMERICAN MUNICIPALITIES

Jamestown, N. Y., August 21, 1901.

REPLY TO ADDRESS OF WELCOME

I wish to congratulate you on this, your fifth annual convention. The past year has been a prosperous one for our organization. The report of the secretary will show a marked increase in membership over what it was when we met in Charlestown in December last. The membership consists of cities ranging in population from 3,000 to 3,000,000; thus showing that we are adapted to all classes of municipalities. That it has met with a hearty welcome by municipal officers is shown by the fact that thirty-eight states of the Union, as well as two provinces in Canada, are represented in its roll of membership.

The league, like all others of its kind, which are organized for

the benefit of the general public, has met with a great deal of opposition from parties whose interest it was, and is, to belittle its influence and work. There have been other organizations formed in the interest of certain municipal subjects, but ours is the only one ever organized that has taken that has taken in all matters of municipal administration by officials who have work to perform and who are familiar with its many complex duties and responsibilities and know the needs of their various cities. You are devoting your time and energies for the benefit of your fellow men without even hope of approbation, to say nothing of reward. That must come to you in the consciousness of having done your full duty by the people who have trusted you and honored you by placing you in the responsible position you occupy.

ITS WORK JUST BEGUN

The census of 1900 shows that the urban population of the United States has increased from 12,936,110 to 28,411,698 in the past twenty years, and that the percentage of population living in cities has increased from 25.8 to 37.3 per cent during the same time, or an increase of 11.5 per cent. It also shows that in 1890, there were 580 places of 4,000 population, or more, while in 1900 it had increased to 1,158 or almost doubled. Of the urban population, the census discloses that 14,208,347 live in cities of 100,000 or over, and that 14,131,351 live in cities between 4,000 and 100,000. Again nearly one half of the urban population live in the smaller cities.

These are startling figures. When we come to consider the towns of from 1,000 to 4,000, we will find that nearly one half of the population of the U. S. live under municipal governments and demand of their officials all the improvements and conveniences the larger cities afford the citizens. With these facts staring us in the face it behooves us, and those who succeed us, to do all in our power to secure the co-operation of every municipality in the country to join us in the good work so well begun

by you. The organization of The League of American Municipalities has already saved millions of dollars to the taxpayers of the United States since its organization, in the cost of paving and lights alone, and we have just begun.

PAN-AMERICAN EXPOSITION, MUNICIPAL DAY

Buffalo, N. Y., August 26, 1901.

(By special Request Delivered at Oskaloosa, Iowa, October 10, 1901.)

MUNICIPALITIES AND WHAT STATISTICS SHOW AS TO COST OF RUNNING

I feel very much honored at being invited to come from one of the newer states and one of the smallest cities in the Northwest, to address this august assembly; and much more so from the fact that some of the gentlemen who invited me to appear before you know that I am not an orator, in any sense of the word.

The subject I have chosen is one which is now agitating the municipal world, not only in the United States and Canada, but Europe, as well. The subject of "the municipal ownership" of public utilities is, to my mind, one of the greatest before the American people to-day. The census of 1900 discloses the urban population of the United States had increased from 12,936,110 in 1880 to 28,411,396 in 1900, and the percentage from twenty-five and eight tenths in 1880, to thirty-seven and three tenths in 1900; that is for cities of over 4,000 inhabitants. When we take into consideration incorporated cities under 4,000, we will find that nearly one half of the entire population are living under municipal governments. Of the population living in cities of over 100,000, we find 14,208,347 and in cities from 4,000 to 120,000; 14,151,351 thus we find that nearly one half live in cities of between 4,000 and 100,000. We also find that cities of between 4,000 and 100,000, have increased in numbers from 580 to 1,158 between the years named. With these startling

facts before us we, as officers elected to represent the people, must do all we can to give, not only the best service but the best service at the least possible cost to the taxpayers who have honored us with their confidence and have placed us in positions of trust and honor. To do this, we must ascertain what is best to be done. There are certain natural monopolies that belong to the people as a whole, among which is water, lights, transportation, street cars and other public conveyances and telephones. These are now necessities; a few years ago, some of them were considered luxuries. If there is any profit to be derived in the possession of any, or all, of these natural monopolies, the same should be given to their rightful owners, the people. In the cases of the cities I propose to quote, the figures are taken from the records as are shown in their official reports and contracts and can be relied on. In each and every case where the waterworks, gas-works, or any other monopoly have been acquired from a private corporation, the rates have been reduced from what was charged by the private corporation. In each case, all the expenses incident to operations, including interest, depreciation, sinking funds, loss of taxes, insurance, labor and all other expenses, are included in the cost, unless otherwise noted. The net profits derived is what would go to the private stockholders as a dividend, if a private corporation. That now goes to reduce the taxes of the citizens of the cities which I will name. It was my good fortune to spend three months last winter in Europe and while there, I devoted such part of my time, as I could spare, investigating municipal affairs. Among the cities I investigated to a greater or less extent, I can name Christiania, Norway. Stockholm and Gothenburg, Sweden; Copenhagen, Denmark; Berlin, Germany; Amsterdam, Holland; Brussels, Belgium; Paris, France; Liverpool, England and Glasgow, Scotland. Each of the cities named, own nearly all of the monopolies named above. Time will not permit going into details on all the places named, so I will select Glasgow and Amsterdam. I select these

cities for two reasons, one is, that they are among the pioneers that have adopted municipal ownership, and the other is for the reason that both the Scotch and the Dutch are known to be conservative and weigh every enterprise well before they embark in it. I will not go into detail as to the various items that cover the expenses.

As stated before, they cover everything that a private corporation would charge up as a part of the expense.

GLASGOW

The following is the report for the year ending May 1, 1900, the last obtainable when I was in Europe:

Water-works. Cost of plant.....	\$10,646,725.60
Revenue derived.....	\$ 1,061,800.65
Expenses of all kinds.....	\$ 913,170.65
Net profit.....	\$ 148,630.00
Gas Works. Cost of plant.....	\$ 7,004,605.00
Revenue derived.....	\$ 3,850,010.30
Expenses of all kinds.....	\$ 3,459,830.72
Net profit.....	\$ 390,242.92
Street car system. Cost of plant.....	\$ 4,685,165.00
Revenue derived.....	\$ 2,349,815.00
Expenses of all kinds.....	\$ 2,126,710.34
Net profits	\$ 223,105.16

At that time, the report I have quoted from the city of Glasgow had just established a municipal telephone system. The only report of the same, which was obtainable was the price charged for the service. For an unrestricted service, including Glasgow and thirteen near by cities the fee was \$26.25 per annum. If a restricted service is wanted it is \$16.50 per annum and an additional two cents each time you call up the central office for connection.

The municipal lighting plant had just been established and showed very little profit. The charge for service, however, is

very low as for example, an eight candle power incandescent lamp is but \$1.04 per year. For power for manufacturing and for other purposes the charge is from 3 to 4 cents per kilowatt and for metre rates, from 6 to 7 cents for same lighting.

In making computations, I have calculated the British pound sterling at \$5.00.

AMSTERDAM

Following is the report ending Dec. 31, 1899, which is the latest to be obtained as late as June 15th, this year:

Municipal Telephone. Cost of plant.....	\$ 617,190.17
Revenues derived.....	\$ 119,502.27
Expenses of all kinds.....	\$ 67,179.10
Paid, City of Amsterdam.....	\$ 20,100.00
Extra profits.....	\$ 32,223.17
Profit.....	\$ 52,323.17
Water-works. Cost of plant.....	\$ 4,824,000.00
Revenues derived.....	\$ 596,452.21
Expenses of all kinds.....	\$ 562,252.21
Net Profits.....	\$ 40,200.00
Municipal Gas Works. Cost of plant.....	\$ 6,914,400.00
Revenues derived.....	\$ 1,372,716.42
Expenses of all kinds.....	\$ 1,142,698.89
Net profit.....	\$ 230,071.53

It is conceded, both by citizens, as well as the former owners of the water-works; that the present service is equal, if not better, than under a private corporation and the rates have been greatly reduced.

On January 1, 1900, the city of Amsterdam took possession of the street railways that had formerly been owned by "The Amsterdam Omnibus Company" horse power has been in use. When I was there last March, their were advertising for bids to change to electric power, the council having appropriated the sum of \$2,400,000 for that purpose. The city had increased the service by adding about 25 per cent in cars, as well as employees

since taking possession. No report could be obtained for the city had operated it, as late as June 15th, this year.

Without taking up the time to go into further details on the subject of municipal ownership in Europe, I can not help but quote a few figures from England, on gas companies. There are 436 private corporations with authorized capitalization of \$308,857,060 and a paid up capital of \$256,530,970.

The total revenue for the last year reported was.....	\$ 67,237,850.00
Total expense for the same time was.....	\$ 49,614,110.00
Leaving profits or dividends.....	\$ 17,623,740.00
There was at the same time, 212 owned by municipalities with an authorized cost of.....	\$152,699,211.00
And paid up.....	\$136,881,520.00
Total revenue for the last year reported was.....	\$ 33,799,415.00
Total expense for the same time.....	\$ 25,293,525.00
Leaving profit to tax payers.....	\$ 8,505,890.00

The private corporations have 1,549,627 consumers and the municipal plants have 1,475,749 consumers.

The private gas works manufactured 84,040,175,901 cubic feet of gas.

The private gas works had 15,509 miles of mains while the municipal had 9,648 miles of mains.

It will be noticed that while the private companies outnumber the municipal plants more than two to one, they have only 72,878 more consumers than the municipal plants and of the public or street lights they only exceed the municipal plants by 85,099. These computations like those before quoted are based on the English pound sterling at \$5.00.

I will not take up any more of your time quoting results from European cities. My only object in doing so was to show what has been done, and what the results have been in other cities and countries.

With your permission I will make a few quotations from American cities and from Winnipeg, Manitoba.

WINNIPEG

It is a city of over 50,000 and is one of the wonders of Western American life, and especially of the North-west. It is but a few years since it was an Indian trading-post, one of the many established by the Hudson Bay Company. It owns its own water-works and street lighting plant. This year, Water and Light Commissioner Hon. James Stewart writes me as follows: "The city purchased the old water-works from a private corporation at a cost of \$237,000 and after doing so constructed a new system incorporating the mains of the old system into it. This new system includes artesian well, new pumping station and two Worthington steam pumps of 5,000,000 gallons capacity, each and about 45 miles of mains varying from 20 inches to 6 inches in diameter, (in addition to the 23 miles of old main) at a cost of \$550,000, the water rates charged by the company have been reduced 50 per cent since the city commenced to operate.

"The city owns its street lighting plant but as yet does not do commercial lighting. Our incandescent lighting is confined to the municipal building, viz., the city hall, city market, police station, fire halls and public library. On bright moonlight nights the lights are not on. During the last year the street lights were burning 326 nights and the result of the year's operation shows the cost per light per night to be 20 cents, including the lighting of the municipal buildings. Our last contract for lighting we paid 47 cents per night to a private corporation.

"The cost of the lighting plant for 300 arc lights of 2,000 candle power and incandescent plant with capacity of 1,000 lights of 16 candle power is \$60,000."

I am personally familiar with both the water-works and lighting plants of Winnipeg, having seen them during their construction as well as since completion, and I can say without hesitation that no city is served either with water or light any better than Winnipeg is.

GRAND RAPIDS, MICHIGAN

Municipal Water Works. Cost not given.

Total length of mains, 143.42 miles.

Total number of hydrants, 1,347.

Average number of gallons pumped in a day, 11,812,084.

Cost of coal per 1,000,000 gallons, \$4.08.

Cost of operating plant one year, \$27,911.55.

Municipal Lighting plant. Cost.....\$192,067.41

Depreciation 12 months.....\$ 4,901.05

Interest.....\$ 5,000.00

Taxes.....\$ 1,000.00

Operating expenses.....\$ 11,557.05

Grand total for one year.....\$ 19,855.97

.....\$ 31,557.02

From above following cost per lamp is taken for one year:

Operating only.....\$ 40.73

Operating and interest.....\$ 50.97

Operating, interest and depreciation.....\$ 64.72

Mayor George R. Perry of Grand Rapids, Michigan, writes me the following: "In former years, it has cost this city 45 thousand dollars for the lighting of its streets. We are now giving our citizens a light which is fully 25 per cent better with an increase in the number of lamps and show a saving to the city of \$22,000 for the past year; we formerly paid \$107 per lamp, per annum."

Many of you know Mayor Perry, and none of you will doubt his statements.

HANIBOL, MISSOURI

City Clerk C. F. Sheppard writes me that the city owns its own lighting plant, that it does not own the water-works. It rents hydrants for fire protection from the Hanibol Water Company.

The lighting plant costs to date \$61,000. That includes both arc and incandescent systems. The city does commercial lighting as well as street lighting. The receipts for the year ending May 31, 1901, was \$1,661.78. Estimated cost of lighting public buildings \$600 which makes the earning capacity at \$16,261.13.

Total expenses connected with the lighting plant including

interest on bonds, was for some time the sum of \$17,607.78. Leaving the cost for lighting the streets the sum of \$1,236.65 for 102 arc lights, or the sum of \$13.20 per light per year.

JAMESTOWN, NEW YORK

The population of Jamestown is about 22,000. The last meeting of the League of American Municipalities was held there August 21-24 last.

Jamestown owns its own electric light plant, and is now arranging to construct water-works, the city does some commercial lighting. The cost of the electric light plant Feb. 28th, last was \$62,000. The cost of operating for the year ending February 28th last was \$13,717.91. The profits derived from commercial lighting was \$2,887.88. Leaving the net cost for 298 arc lamps of 2,000 candle power each all night and every night the sum of \$10,830.03 or \$36.36 per lamp per year.

LOGANSPOUT, INDIANA

A city of 20,000 population. City Clerk A. D. Fauster writes that the city owns its electric plant, that it cost \$135,000. They do commercial lighting and charge 6 cents per kilo watt. The arc lights, 2,000 candle power all and every night, \$65 per year.

It also owns its water plant having constructed same but Mr. Fauster does not give the cost or any information concerning same.

VINCENNES, INDIANA

Is a city of 12,000 population. It is one of the historic places of the middle west. In answer for information that I wrote City Clerk Charles Langel. I cannot commend him for intelligence. To many of my inquiries he answers don't know, even to the question of the kind of power used. He only gives me the cost of rental of hydrants and arc lamps, viz., the city pays \$63.90 per lamp for 2,000 candle power arc and \$70.00 per year per hydrant for fire protection. The arc lights are all and every night in the year.

BRAINERD, MINNESOTA

Has a population of 10,000. Owns its own electric plant and does commercial lighting. Rents power, water, from a dam company, at \$3 per horse-power — from the letter received from City Clerk F. E. Low, under date of Sept. 25. I infer that the city pays \$3 per month per horse-power from the dam company. The arc lights of 2,000 candle power burning all and every night costs \$6 per month, for domestic lighting. The plant costs \$60,000 at the present time.

SAINT PAUL, MINNESOTA

It would be difficult to find a better illustration of the municipal ownership when handled as a business proposition than can be found in Saint Paul. City Comptroller Capt. J. J. McCarty gives the following information: Bought the water-works from a private corporation in 1882 for \$500,000. Cost at the present time \$6,478,751.48. Having reduced water rates 75 per cent from the rates charged by the private company. Paid \$60 per year per hydrant to private company, we now pay \$30 to the board of water commissioners.

Secretary John Caulfield, who has a national reputation as a water works accountant, writes me as follows:

“No bonds have been issued by the city of Saint Paul for water works purposes since May 1st, 1890. Our surplus earnings, notwithstanding the great reduction in rates, have been sufficient to pay the interest on all bonds issued for water works purposes, including the purchase of the works, general maintenance, repairs, and in addition thereto the following sums have been expended for permanent betterments from December 31, 1891; City extensions, pipe, hydrants, etc., \$521,185.71; Construction account, works out side of the city including conduits, canals, pumping stations, etc., \$351,767.43. Total \$872,953.14.

“In addition to this, a sinking fund has been created since 1891, which now amounts to \$688,195. This is the face value of the

bonds which have been purchased for this fund. They bear interest at the rate of from 3 to $4\frac{1}{2}$ per cent. Of course a large premium has been paid for the purchase of these bonds but above represents the face value only. In addition to the above, the department has purchased \$18,000 of water works bonds which have been cancelled. No comment is necessary on above quotations."

I addressed a letter of inquiry and enclosed stamped envelope for reply to the following cities, viz., Bowling Green, Ky., Pomeroy, Marietta, and London, Ohio, Big Rapids, Mich., Decatur, Ill., Lebanon, Penn., with out receiving any reply. From information which is believed to be reliable I make the following quotations, viz.

Bowling Green population 10,000, coal \$1.28 per ton, municipal ownership arc lights 2,000 candle power all and every night \$56.03 per year. Pomeroy, population 6,000, coal 87 cents per ton private ownership arc lights 2,000 candle power all and every night \$89.00 per year. Marietta, population 9000, coal \$1.81 per ton municipal ownership arc lights 2000 candle power, all and every night \$44.50 per year. Lebanon, population 18,000, coal \$1.55 per ton, private ownership, arc lights all and every night \$91.50 per year. Decatur, population 27,000, municipal ownership arc lights all and every night, including $7\frac{1}{2}$ depreciation, etc., \$50.00 per year. Big Rapids, population 6000, water power private ownership arc lights all and every night \$41.00 per year.

From the last reports I have been able to see I quote the following: Buffalo, N. Y., private ownership, power from Niagara Falls, has over 2000 arc lights, all and every night pays \$100.00 per year. Davenport, Iowa, 422 lights all and every night private ownership, pays \$56.00 per year. Coal \$1.35 per ton. Des Moines, Iowa, 183 lights at \$75.00 per year, and 129 lights at \$65.00 per year, Coal \$1.00 per ton. Private ownership. East St. Louis, Ill., 144 lamps, private ownership, coal \$1.25 per ton, arc lights all and every night \$100.00 per year. Chicago, Ill., 531 lamps, coal \$2.00 per ton private ownership arc lamps all and

every night \$108 per year. Fort Wayne, Ind., 260 lamps, coal \$2.00 per ton, private ownership arc lamps all and every night, \$100.00 per year. All the lamps quoted are of 2000 candle power.

I also make the following brief quotations, from the latest reports I have been able so secure, viz.,

	Lamps.	Per Year.
Allentown, Penn.....	142*	\$100.00
Aurora, Ill.....	206†	68.54
Denver, Col.....	950*	100.00
Bay City, Mich.....	209†	53.25
Hot Springs, Ark.....	32*	180.00
Columbus, Ind.....	82†	58.08
Hutchinson, Kans.....	34*	100.00
Goshen, Ind.....	125†	48.26
Haverhill, Mass.....	101*	125.00
Newark, Ohio.....	295†	48.64
Kansas City, Mo.....	100*	110.00
Rochelle, Ill.....	40†	55.22
Lowell, Mass.....	469*	120.45
St. Joseph, Mo.....	369†	63.79
Leadville, Col.....	40*	102.00
Sherman, Texas.....	64†	63.00
New Orleans, La.....	1,633*	127.50
Titusville, Penn.....	264†	57.94
Natchez, Miss.....	100*	102.00
Wheeling, W. Va.....	460†	67.00
Omaha, Neb.....	333*	114.50
Marion, Ind.....	116	53.95
Providence, R. I.....	1,891*	127.75
Batavia, N. Y.....	108†	65.22
Sacramento, Cal.....	330*	123.00
Dunkirk, N. Y.....	75†	63.38
Schenectady, N. Y.....	203*	103.00
Little Rock, Ark.....	212†	60.28
Salem, Mass.....	180*	130.00

*Private Ownership. †Municipal Ownership.

FARGO

We have a population of between 11,000 and 12,000. We own our water works, having purchased them from a private corporation. We reduced the rates more than 50 per cent., from what the private corporation had charged. The water works cost us at the present time \$67,477. Under private ownership we paid \$100.00 per year per hydrant for fire protection for the

first hundred hydrants and \$80.00 per hydrant per year for any in excess of one hundred. We now have 146 hydrants and 19 miles of water mains.

Last year even with the reductions mentioned above the works were not only self sustaining but in addition to giving free water for fire protection, water for flushing sewers and for contract on street work, and also for flooding skating rinks in the winter time, we had a surplus of \$5,310.08, nearly eight per cent on the entire investment. You can readily see that we have no cause to regret our investment. We now have a pumping capacity of 4,500,000 gallons per day.

We do not own our electric lighting plant. We rent light from the Fargo-Edison Company at \$59.88 per year for 2000 candle power arc lights all and every night service. Prior to my election as Mayor in 1896, the Council had made a contract for ten years. The Supreme Court declared the contract void, the Council having exceeded its power in making it. Our charter prohibits the making a contract for more than one year, and for granting any franchise for longer period than 20 years. It prevents the Mayor and Council from giving away valuable franchises for an indefinite time.

Many cities who have done so have had cause to regret the same when too late. We have been too anxious to secure conveniences and have by so doing been giving millions of dollars which belonged to the tax payers.

I would like to make a suggestion, which if you deem it worthy you can take into consideration. From the establishment of the first water works to the present day, and in all countries, the system of collecting water rents at stated intervals has been in vogue. That applies whether they are under private or municipal ownership. Don't you think it about time to make a change? Every thing has improved in the past fifty years, why not try and make improvements in that? Why not give free water to every inhabitant of your city who wish to make connections with your mains?

Water is one of the necessities of life, as much as is air, it should be had, not only of the best quality, but in abundance. There should be no restriction in its use, there should of course be no waste. The idea that you should not sprinkle your lawn only at certain hours of the day, when at the same time it may be burning up with drouth, is to say the least, preposterous, a nice green well kept lawn is not only a thing of beauty, but its sanitary benefits are worth to the citizens many times more than it cost to pump the water to keep it green.

To secure free water I would suggest that a general taxation be levied on all real and personal property subject to taxation in the city, the same as taxes for other general purposes are levied. It would not add to exceed $3\frac{1}{2}$ mills to the tax in cities of from 10,000 to 15,000 and less than that in larger places, that would include free water for use of the citizens as well as for fire protection and other purposes. It may be claimed that by so doing, you will do injustice to the large office buildings, and large commercial houses. I do not agree in that, for the tax paid is worth all it costs for fire protection, if nothing else. Under the present system, the classes of buildings referred to do not pay enough, and the deficiency is made up from the rates charged the householders. The other way it would equalize it much better than under the present system.

Quotations could be made indefinitely, but time will not permit going into it any farther at this time. I am a firm believer in the public ownership of all the natural monopolies. I think they should be owned and controlled in the interest of the public. By so being it would stop all charges of corruption that is so often made, and I regret to say are so many times proven against the city officials. By the municipalities owning the same, it would be impossible to corrupt any one; a city cannot corrupt its own citizens; there would be no incentive to do so. I am forced how-

(NOTE — Had Mr. Johnson lived, he intended to pursue this for the benefit of the general public.)

ever to admit, that so long as we pursue the present method of changing our officials and appointees with each change of administration, it would possibly be a failure, but if civil service is adopted, it will prove as much of a success here as it has proven in Europe. No man who makes a good officer in any one of the departments above named should feel that his retention depended upon his support or opposition to any man or party. He should feel free to support or oppose whom he pleased, and be as independent as is the clerk or book-keeper who differs politically from his employer. Not one of you would think of discharging one of your trusted employees because he did not vote as you did, or support the man or party you do. There is no reason why he should be dismissed from a public position for the same offense. In fact, to my mind, it is all the more reason why he should be retained.

I will not admit because a man is elected mayor, or secures an appointment on some board, that he has either a legal or a moral right to punish a man who is efficient, by dismissal, simply because he differs with him politically. The old cry "to the victor belongs the spoils," must be eliminated from municipal affairs, if we are to have what the citizens demand, and are entitled to receive, viz; an honest and economical administration of public affairs.

I believe in the municipal ownership of public utilities. I may not live to see the day when it will be firmly established in the United States, but there are many within the sound of my voice, who will live to see it. You may as well attempt to stop the revolution of the earth, as to attempt to stop public ownership of the natural monopolies that of right belong to the public only. I will admit that what has been successfully accomplished in nearly every country in Europe, cannot be accomplished here. In fact when we take hold of it in earnest, we will do it so much better than has been done in Europe that they will send delegations over here to study our municipal governments, as they are now with our manufacturing, banking, farming and other American business interests and methods of industries.



THE LITTLE ONE — "HI, THERE! GET OUT OF THE ROAD,
OR I'LL RUN OVER YOU."

It is but a short time since, that a man who advocated the public ownership of such utilities as are mentioned by me, was considered a subject for an insane asylum. That day has ceased to exist. Some of the brightest minds in our broad land, favor it, and it is not confined to theorists, by any means, you will find them in all walks of life. It is not confined to municipal officers. It is men who think for themselves and who do not permit interested parties to think for them. From my acquaintance among municipal officers, I have become convinced that a large majority favor municipal ownership of public utilities, and they have been converted to that theory by personal experience in municipal affairs.

If you will compare the scale of prices given by private corporations with what it costs the municipalities for the same service, you will see that there is a great saving to the people in the public ownership. In many cases amounting to nearly one-half of what it had been when the cities have acquired it from a private corporation.

SWEDISH BAPTIST CHURCH

Fargo, November 29, 1901.

I feel very much honored at receiving an invitation from your beloved pastor to meet with you this evening. This congregation is composed of members who came from the same land that gave me birth. A land that no one need feel ashamed of springing from. Wherever you find Scandinavians, whether they come from Sweden, Norway or Denmark, you find them among the church and school house.

It is with a good deal of pride, that we can point to the fact that the Swedish population is the most highly educated people in the world. Less than six tenths of 1 per cent., of the entire population are unable to read, write, and have the rudiments of arithmetic. A larger proportion of the Swedish population have acquired the higher branches of classical and scientific education than any other people living.

You may search history and you will find they have done their share for the upbuilding and enlightenment of the human race. You will find they have been pre-eminent — not only as soldiers, and sailors, but in all scientific lines as well. You find them as scholars and statesmen, as poets, painters, and sculptors, as eminent in the sacred calling of the ministry of the Gospel.

Sweden has given to the world the most famous singers in Jenny Lind, and Christine Nilsson. Linnæus stands today as the best known authority in botany. It was to a Swedish-American citizen, in John Erickson that the world owes the invention of the propeller and many other useful inventions; but his greatest fame rests on the invention of the Monitor. That not only saved the Atlantic Coast cities from bombardment — during our civil war — by the terrible confederate Ram Merrimac, but it revolutionized naval warfare. When that great man died the United States Government recognized his worth by sending his remains back to rest in the land that gave him birth, on one of its war vessels, built on the new method of naval warfare. It placed the magnificent cruiser, Baltimore, at the disposal of his remains and they were conveyed to Sweden on her. That is a distinction that no other foreign born citizen's remains had ever been conferred on.

We have reason to be proud of our native land, but we have left that and come to this much greater one, and it behooves us to remember — that while we may love the land that gave us birth, as we love our parents, it is our duty to give our undivided allegiance to the land of our adoption. This great land has bidden us welcome, has given us every preferment that it gives the native born citizen, with one single exception — a foreign born citizen can not become either Vice-President or President, and that is a wise provision indeed.

If you will read American History you will find that men who were born in this country, that as the most of us present to-night were born — you will find that they have occupied important

positions in the army and navy, in the halls of congress and legislature, in the judiciary and have graced Governors chairs — you will find them in our schools, academies, colleges and universities; you will find them in the various learned professions, in the mechanical arts and on the farms, and always as good and lawabiding citizens. Coming to this glorious land as the most of us did, not knowing either the language or customs, and poor, for it must be admitted that the large majority of the Scandinavian emigrants are poor when they leave their native land — having been given the opportunity to better our condition, it is our bounden duty to become lawabiding citizens; when the country needs us we not only must but will, in the future as we have in the past, bare our breasts to the storm of shot and shell in defense of our Starry Banner.

FARGO, THE METROPOLIS

The Record, December, 1901.

Only parts of this writing are copied here.

It is known in every part of North America, yes, and in Europe, as one of the most progressive and up-to-date municipalities in the United States. What Fargo is and does, is quoted oftener in the press of the country than any city in the United States of five times its population. It is the financial, commercial, educational and religious headquarters for the new Northwest, and it is a source of pride to every citizen in the state.

Our hotels are up-to-date in every way; modern, well built, well ventilated, steam heated and electric lighted, with water and sewer connections, making not only elegant but comfortable homes for the traveler.

Fargo has always had the very best newspapers in the new northwest, and we owe them very much for our present prosperity. Not only does Fargo owe this to its newspapers, but North Dakota is equally indebted to them. They have labored early and late, in season and out of season, and always for the good of our city

and state. We have to-day the best newspapers in the Northwest, west of the Twin Cities. It would be hard to find a town the size of Fargo with two such papers as The Fargo Forum, an evening paper and The Call, a morning paper. While Fargo can point with pride to her newspapers, the very necessary adjuncts that go with them to make the printing business complete is furnished by four immense job printing establishments. The oldest being Walker Brothers and Hardy. Brown and Gage, both members are "old timers" in Fargo. Porte and Company and the Knight Printing Company, and I venture to say that Fred Knight, the manager, probably knows more county officials than any other man in the state.

Fargo is the Mecca for secret and fraternal organizations, as nearly every lodge and organization known is represented here.

Professionally, Fargo leads as in everything else. Its lawyers and doctors stand at the very head of their respective professions. Their cases in court and in surgery and medicine are quoted far and wide.

We have more paved streets than any city in the world of equal population.

The question of establishing a public library had been agitated for sometime. In the spring of 1900, the city council submitted the same to the voters as provided by law. It was voted almost unanimously in favor of the establishment of a public library. In August, the same year, I sent out 2,500 letters to prominent people, asking each to send one or more books to the Fargo Public Library. In reply to the letters I sent I received and turned over to the library board before January 1, 1901, 1,399 bound and 798 unbound books. I have delivered more since then which have come during 1901. That was the way the library started, now to get a building was the next problem but with the able help of Congressman B. F. Spalding, Andrew Carnegie was induced to donate \$20,000, on condition that city appropriate \$2,500 annually for its maintenance. That condition the council ac-

cepted and the appropriation was made this year. One feature that will always be interesting in connection with the library will be the "Memorial Hall" for the G. A. R. to hold their meetings in, on the understanding that mementoes of the Civil War, now owned by the Post shall be left permanently in the building. It will make one of the most valuable historical collections in the state.

NORTH DAKOTA AND NORTHWEST MINNESOTA IMPLEMENT DEALERS' ASSOCIATION

Crookston, Minn., January 29, 1902.

When I arrived here yesterday morning, the idea that I would be requested to address you, except to invite you to hold your next meeting in Fargo, had never entered my mind. To begin with, let me congratulate you on the success you have attained in your association since its organization in Fargo, two years ago. Its augurs well, not only for you as dealers but for your customers as well. By your organization you not only do yourselves a great deal of good, but you do fully as much good for your customers who act honestly with you. It will, in a measure, eliminate the man who will buy anything he can get on credit, with no expectation of ever paying for the same, and while it does that it will tend to make it better in every way for the man who is honest and not only intends to pay, but actually does pay for the goods he buys. I know from experience, I have thousands and thousands of dollars worth of notes, etc., from the men who never pay, these include some of the leading business men of both states, men whom I trusted for their honesty, to my sorrow and the depletion of my purse.

I am indeed pleased to meet with you. I see before me men with whom I have had dealings with, which involved large sums of money, and I feel that I can say without fear of contradiction, that they are my friends to-day the same as the day we first met.

The "old timers" will bear me out, when I say that to-day the implement trade is on a much better basis than it was when I first went into it in 1880. More care is taken in credits, and consequently fewer bad notes are made. Then everyone were strangers to each other, now it is different, you can ascertain who a man is without much difficulty, before you give him much credit.

I noted with interest your President's suggestion, that he thought canvassing should be done. I presume that to do now is safer than it was to do so in the early '80's. I tried it some and got disgusted and quit. I found that the men I was unfortunate enough to employ did not seem to feel any interest in the business, all he or they seemed to want to do was to apparently make sales, draw his pay and at the end of the month be in your debt if he could possibly be so. He would go to the man, assist in making out a property statement, that on the face of it was good, but on investigation, eight out of ten, was found to be worthless. The result was like the President's first binder and thresher sale, on the face of it, it looked as though you would not know how to spend your wealth, but in the end you found it had gone where the "woodbine twineth" and you not only lost the profit, but the expense you had incurred in getting the order, with that you had made an enemy for life of the man you refused to sell to after your own man had assured him that he would get the goods.

Canvassing in the fall of 1880 reminds me of an incident that took place in Fargo. A strong Wisconsin firm concluded to open a branch house there and as was and is yet usual, hired a manager there. The manager conceived the idea of giving away a solid gold-hunting case watch to the man who would bring in the largest number of binder orders, and binders at that time sold at about \$325.00 cash, each. One enterprising German canvasser started southwest. It was at the time the Fargo-Southwestern road was being constructed. He was gone for a few days and brought in orders enough to swamp the factory. They were all made out in the proper form, with property statements, showing

the prospective purchaser to own free of all incumbrances, from 160 to 320 acres of land, with sufficient personal property in the way of horses and implements, enough to work the amount of land supposed to be under cultivation. When he made his report all the other canvassers "took a back seat," and the German "took the cake" as well as the watch, and left for new fields for a time. When the orders came to be investigated, it was found that more than 90 per cent were taken from men who worked on the grade, and did not own a dollar in the world, and neither owned or expected to own any land. Later the German came back, and I was foolish enough to hire him. I had gone into the wholesale business, on a small scale, and knew the man to be a first class salesman if you kept track of him. I sent him out, he was gone about two weeks, and sent in orders daily for about a carload of goods, each day he was gone, with an elaborate opinion of the financial standing of the customer. I regret to say that I did not find a single order that I felt it was safe to fill.

You who were here in the early '80's will recall some queer experiences you then had, and it is safe to say that your successors will never have to face such conditions, no matter where they may go, and they are to be congratulated in escaping them.

I trust that you will pardon me for taking up so much of your time about "old times" I will only recall one more thing and then quit. Some seven or eight years ago, some of the dealers conceived the idea of organizing just such a one as you have. I can see before me some of the men who took part in that just as they are now taking part in this, they were then as they are now, enterprising men, and are entitled to credit for what they then did, they were the pioneers of the great work you now have completed. We met in Fargo and organized with a full set of officers. I recall some of the officers, Mr. Allen of Jamestown, vice-president; Mr. Tweto of Abercrombie, one of the executive committee and I believe I was one of the honored officers. We had a most interesting meeting, had a banquet at the Metropole, which

was paid for by the Fargo jobbers. The association started off with flying colors, but, it was the first and last meeting we ever had. It was too early for a real live association, but as stated it was the forerunner of one. You took up the work where we left off and are certainly entitled to a great deal of credit.

With your permission I will now come to what I came to Crookston for. It was to invite you to hold your next meeting in Fargo. You know that Fargo ranks second in the world as a distributing point for farm implements, and if you will honor us with your presence there next year we will show such improvements over what it is to-day, that you will not know the city. I will not attempt to tell you what Fargo is as a convention city. I don't suppose there is a man present who has not attended one or more conventions in Fargo. We have the hotel facilities to take care of you, we are centrally located, more dealers can come to Fargo at less expense and inconvenience than to any other place in the Northwest, not excepting the Twin Cities.

If you will come we will give you the best we have, and if I should still be mayor when you come, I will go a little farther than my friend, Mayor Campbell, who sent his chief of police out of town, I will not only do that but will blindfold the police who remain in the city.

GOTHENBURG SYSTEM OF REGULATING SALOONS

October 12, 1902.

Much has been said and written about the celebrated Gothenburg system of regulating the saloon or liquor traffic. Some of it no doubt is true but much of it, especially by those who favor an unrestricted sale of liquors is very much to the reverse of what the facts actually are.

Some of the greatest minds, of both men and women, have given much time and thought, trying to solve the best method for abolishing or curtailing the consumption of alcoholic drinks. If

liquors must be sold it cannot be denied that the sale should be under absolute control, either of the municipality, or as in case of the system I am about to discuss; in the hands of some responsible parties, who were not handling, with a view to increasing but decreasing its consumption, and after receiving a certain rate of interest or dividend on the money actually invested, turn the large profit derived from the sale of strong drinks over to the public from whom it has been derived and to whom it belongs.

While visiting Sweden last year I had the good fortune to secure some official information, giving the results of the above named system after twenty-five years' experience.

The Gothenburg System.

On March 31, 1865, Mr. S. A. Hedlund, the editor of the Gothenburg Commercial Gazette — called in Swedish, *Handelstidning* — offered at the meetings of the municipal council, a resolution providing for the appointment of a committee whose duties it should be to prepare a new system for the regulation of the liquor traffic in Gothenburg. That committee made its report the following month. Among other recommendations made by the committee were the following:

To prohibit the sale of intoxicants on credit.

To prohibit the sale of intoxicants to persons of tender years and inebriates.

To provide decent, well lighted and well ventilated premises for the sale of intoxicants, proportionate to the traffic.

To provide cooked food at moderate prices at public houses.

To make drink dearer and harder to obtain.

To lower the percentage of alcohol.

To limit the quantity of spirits procurable by any one person at any one time.

To raise the limit of age for young persons to whom spirits may be sold.

To shorten the time for keeping open where spirits may be sold for consumption.

To restrict the public house traffic and to turn the same into eating houses.

To carry those recommendations into effect, it was proposed that the authorities transfer the public house licenses to a company, who, not for any individual profit, but in the interest of the working classes, would undertake the business, from which neither they nor the persons engaged as managers might derive any profit; by this means it was hoped that the desired results would be obtained.

On a petition, signed by some of the leading men of Gothenburg, the municipal council granted the petition for a charter to be known as "The Gothenburg Public House Licensing Company," and on August 22, 1865, the same was approved by Charles XV, king of Sweden.

Paragraph III of the charter provided that the capital stock shall not exceed 200,000 kroners (\$65,000).

Paragraph XV reads as follows:

As the object of the company is to promote the general welfare, it follows that the members thereof can lay no claim to its profit, which when expense and management together be within 6 per cent. Annual interest on the capital invested by the stockholders, have been paid, shall annually be made over to the treasurer of the city of Gothenburg.

Paragraph XVI of the charter reads as follows:

That the directors are authorized to appoint managers for the companies public house traffic, as well as agents for the retail traffic, such persons to possess the requisite qualifications. The managers so appointed are personally responsible for the strict observance of all the rules and regulations made for the government of the public house and retail traffic in liquors, wines, etc. They must obey such instructions as the directors may from time to time issue, which rules and regulations will also be binding on all the officials or agents whom the company may engage in their service.

The contract between the company and its managers, among other things provides as follows:

The managers are bound to supply the public with well cooked food, either warm or cold, as may be demanded, as well as coffee, tea, cocoa, small beer, aerated waters and cigars, all on his own account. He binds himself to sell liquors, wines, beer and stout for cash only, to be paid at the time of sale; to keep polite and attentive servants; to keep the premises clean, airy, well lighted and well heated, according to the season.

The manager is expressly forbidden to sell intoxicating drinks to persons who show the effects of drinking or to persons who are under age or to persons who pay renewed visits within short intervals, for the purpose of obtaining drinks.

The manager is absolutely bound to sell the companies liquor at a price fixed by the company, of which a schedule is posted up in public places and is bound to sell the same as received from the company, and is prohibited from adding any ingredients or to otherwise alter the quality.

Once every three months the directors meet and fix the expenses of each of the managers, taking into consideration the number of servants employed, their food, maintenance and wages, and such expenses as heat, light janitor work, damage to furniture, and finally, to fix such remuneration as the directors may deem, just for the personal services of the manager.

The last clause provides that either party may cancel the contract by giving notice of their intentions so to do. It also provides that the company can dismiss the manager without notice or compensation if any of the rules and regulations of the company have been violated.

All wines and liquors are furnished by the company and they are of the purest quality that can be obtained; all are inspected by inspectors appointed by the city authorities and the goods must be sold from the original packages.

While the company was organized in 1865, it was not until

ten years later that it came into possession of all the places where wines and liquors are sold. Between 1875 and 1900, the consumption of intoxicating drinks in Gothenburg had decreased more than fifty per cent.

From the year 1875 to 1898, inclusive, the profits from the sale of wine and liquors, turned by the company to the city of Gothenburg, amounted to 16,282,360 kroners, or \$4,558,958.80. It may be of interest here to note that in 1868 before the company had full control of the liquor traffic, there was one public house for each 2,293 inhabitants while in 1899, there was one public house for each 8,158 inhabitants.

In 1875, when the company came into full control, there was one place where strong drinks could be obtained for each 8,569 inhabitants, while in 1899, there was one place where strong drinks could be obtained for each 17,481 inhabitants.

I quote the following as to the times that wine and liquors can be sold; viz, the existing laws enact that retailing shall take place on week days from 8 A. M. until 7 P. M., and the public house traffic shall not begin earlier on week days than 9 A. M., and shall generally cease at 10 P. M.; that no spirits shall be sold on Sundays or holidays except to persons taking their meals at the public house.

Meals shall cease at the company's public houses for workmen on week days from October to March, at 6 P. M., and from April to September at 7 P. M.

The Company has provided seven large reading rooms in different parts of the city that are free to the public where all the periodicals and magazines of the day, not Swedish alone but from other lands, can be read, these reading rooms have hundreds of thousands of visitors annually.

The revenue derived from the liquor traffic is devoted principally to beautifying the parks and public places, public hospitals, public baths and otherwise for the benefit of the public least able to procure the same.

From the idea of Edward Hedlund, as given to the public, it has spread to nearly every city and village in not only Sweden and Norway, where it has been legally established, but even to the Russian possessions of Finland.

The Gothenburg system has the highest indorsement from the Governors from nearly all the provinces of Sweden. I will take the liberty of quoting from the governor of the province of Kroneberg, a province of which I have some recollections as a child and where I saw the difference in February, 1901. He says: "There can be no doubt that the transfer of the liquor business to a company of Vexio has had good results in furthering the cause of morality and order." In place of the former close and filthy slums, where every kind of iniquity prevailed, where fights and other acts of violence were the order of the day; the company has provided airy, roomy premises where order and cleanliness are found to prevail under ordinary circumstances. The strict regulations by which the manager is bound, and above all, the excellent rules that they shall not derive the slightest profit from the sale of liquor, but solely from the sale of food; thus being free from self-interested motives for encouraging the consumption of spirits has shown very beneficial results so that the police are very seldom required to interfere in preserving order in the public houses.

OLD SETTLERS

Tower City, June 15, 1903.

Among the speakers was Ex-Mayor J. A. Johnson, orator of the day, among other things he said:

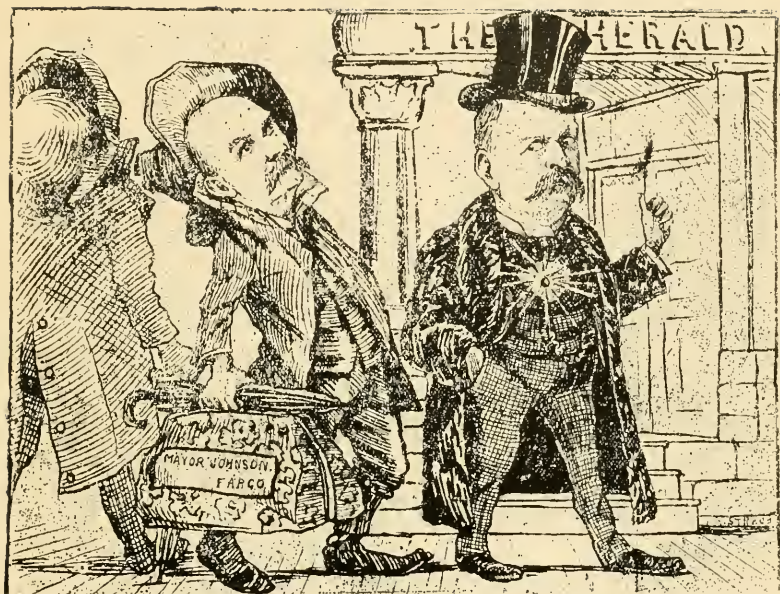
It is not only right and proper that those who have made North Dakota blossom like that of the rose should meet and exchange experiences, renew old friendships and make new ones. By so doing it will keep up interest and perpetuate the work so well done by you who have changed this from the hunting ground

of the savage Indian to the happy homes of the white man, who will transmit it to his children and to his children's children.

On occasions like the present, it is, I believe, something like an experience, or revival Methodist camp-meeting. That being the case with your permission, I will go over very briefly and try to tell you what I have seen accomplished since I first came northwest. It will be forty-nine years next October since I first saw the majestic Mississippi. At that time the locomotive whistle had never been heard on its banks. The only connection the settlers had with the outside world was by steamer while the river was suitable for navigation, and by stages for about 400 miles to the nearest railroad point in winter.

Everything we had to wear came from the East, and everything we had to eat, except what the woods and streams gave us, came from the east or south. I came out from Chicago, then not half as large as Minneapolis is to-day, on the first regular passenger train which ever left for the then new Northwest. It took us twelve hours to get to Galena, the end of the road. That place has since been made famous as the home of America's greatest soldier, General Grant. It took us five days and nights to go by river from Galena to Stillwater, Minnesota, the last time I travelled between Chicago and Stillwater, it took just twelve hours. All must admit that the changes I have seen since I first came to the Northwest are greater than the changes described in the Arabian Knights. They are, however, only equaled by the great changes in other directions. Statistics are dry, but at times they are necessary to show facts as they exist. In 1850, Minnesota which then included what is now North Dakota, had a population of but 6, 077. In 1900, or fifty years later, it had a population of 1,751,349, not including North Dakota.

As stated at that time, there was not a mile of railroad in the Northwest; to-day Minnesota alone, has more than 10,000 miles of the finest roads in the world. Then there had not been a pound of flour ground in the three great states of Minnesota, North and



THEY WILL SEE A CITY—MAYOR DINNIE WILL ENTERTAIN THE RURAL MAYORS
TO-DAY, AND SHOW THEM WHAT THE WORD "METROPOLITAN" MEANS.

South Dakota; to-day in the Red River valley alone, North of Fargo they have flouring mills that produce over 4000 barrels of the finest flour in the world, daily, while Minneapolis is the greatest flouring mill center in the world.

Then the Indians held sway, I have seen an Indian war dance on Third street in St. Paul, and that it was a genuine one, was evidenced by the scalps they had with them.

The product of what is now North Dakota, consisted in furs and pelts, and was taken to market in Red River carts. I presume you all know what a Red River cart is, so will not attempt to describe it. I have seen them by hundreds on St. Anthony Hill in St. Paul. With them came the Indian with his pony, his squaw and her papoose, as well as the half-breeds and the white man. It was an interesting sight even then, and one that once seen can never be forgotten.

I know that there are those here who have seen all I have and more, so will not take any more time on this subject.

We are interested more in our new home than in our former ones. That being the case, I will give you a few facts which I trust will be of interest to those who may not be familiar with them.

The first that the government mentions what is now North Dabota, in its census, was in 1870. We then had 2,405, in 1880 we had 36,909, in 1890, we had 182,719, in 1900 we had 319,040, to-day we have over 400,000; between 1890 and 1900 we gained 136,311, while our sister state of South Dakota only gained 72,747. In other words, we gained nearly twice as much in population as South Dakota did in the same time.

When I first saw the Northwest, no one supposed that it would ever become the great grain and stock country it has, and it is only in its infancy. To show what you and those who have come to North Dakota have done, I will quote from the latest report I have seen; viz., 1901. In that year we raised 45,858,945 bushels of wheat, 12,382,353 bushels of flax, 20,758,762 bushels of oats,

6,161,832 bushels of barley, 221,361 bushels of rye and 1,286,560 of corn, making a grand total of 87,167,813 bushels of grain and corn.

North Dakota has not only become one of the leading grain states, but it grows nearly two thirds of the entire flax crop of the United States. There are few, if any, in this state who have dared to predict twenty years ago that we ever receive a prize for raising corn. However, at the Pan-American Exposition, two years ago, North Dakota received five gold, nine silver, and eleven bronze medals in addition to about one hundred honorable mentions at the same exposition. That is something that every North Dakotan may well be proud of. Our grains and our bees command a premium over all others in the markets of the world. What North Dakota will produce when cultivated to its fullest extent and in a proper manner, would stagger anyone to even predict.

According to the assessors we had in 1901. In that year we raised horses and mules valued at.....\$9,181,427.00
 463,751 cattle valued at.....\$6,287,885.00
 380,495 sheep valued at.....\$ 766,495.00
 122,885 hogs valued at.....\$ 275,511.00
 Making a total valuation of.....\$116,511,308.00

It is well-known and an admitted fact, that not one half of the stock on the range is assessed, and that also that what stock is assessed does not exceed one third its value; that being the case we find that we had stock in 1901 to the value of over \$60,000,000.

In 1801 we sold live stock to the value of.....\$5,306,167.00
 Dairy products, poultry and eggs to the value of.....\$2,500,000.00
 Wool to the value of.....\$3,000,000.00

The approximate value of the stock, grain, dairy, poultry and eggs for 1901, would be as follows:

Stock.....	\$ 2,500,000.00
Poultry and eggs and dairy products.....	\$ 5,306,167.00
Wool.....	\$ 3,000,000.00
Wheat.....	\$31,000,000.00
Flax.....	\$15,250,000.00
Oats.....	\$ 5,189,680.00
Barley.....	\$ 2,156,641.00
Rye.....	\$ 77,476.00
Corn.....	\$ 750,000.00
Potatoes, over 20,000,000 bushels.....	\$ 4,005,186.00
Total.....	\$69,235,150.00

This takes no account of hay, garden truck or anything else sold from the land. By adding what has been omitted, it will exceed \$75,000,000.

This is simply marvelous and we must stop to think how marvelous it is. Just think of a country that the Sioux Indian owned thirty years ago to-day, that has in a single year produced from its soil products to the amount of \$75,000,000 or more; that has live stock worth more than \$60,000,000 and has property of all kinds subject to assessments of the value of over \$500,000,000; that spent last year, over \$2,500,000 and has school lands alone worth over \$50,000,000. That has nearly 8,000,000 acres of land under cultivation with 38,063 farms, 6,150 ranches, 20,150 combined farms and ranches, 804 post offices and 247 newspapers the liveliest in the world. All this has been accomplished by you and your associates, in the unprecedented time of thirty years, in fact, in but little more than twenty years. Where can you point to anything that approaches the development of North Dakota? I venture to say that nothing like has ever taken place in so short a time before in the history of man.

In addition to our fertile soil and invigorating climate, we are doubly blessed in having 31,000 square miles of land underlaid with good lignite coal. That will be a great source of wealth in the future and insure cheap fuel for all time to come.

While I am on the subject of North Dakota, and I could talk all day about our state, but I would tire you, I wish to call your attention to a report on what is now North Dakota, on file in the war department at Washington. General Hazen, at that time chief of the weather department of the war department, was sent west to ascertain and make report of the then existing conditions and future prospects. In the report on what is now North Dakota, he said it was an alkali desert unfit for the habitation of man, scarcely fit for the wild buffalo or still wilder Indian. Yet the fact remains, that North Dakota with less than one sixteenth of its area under cultivation in wheat, has produced more than

twelve per cent of the entire wheat crop of the United States. With proper cultivation, it is capable of producing more wheat in a single year than has ever been produced in any one year in the history of the United States.

Four years ago at Syracuse, N. Y., in a paper before the League of American Municipalities, I stated that North Dakota the year before had produced from its soil more than \$300 for every man, woman and child in the state, and was ready to prove it. A short time after, I made that statement, I was in one of the banks in Minneapolis and was taken to task by Ex-Mayor Winston of that city for having made such a rash statement. I demonstrated to him and his associates that I was right and I still stand ready to prove it. I also claim that there is not another state in the Union that can do it.

We live in a state of great possibilities, much greater than many of us realize, we have just begun to develop our resources and as we go, we find more and greater avenues of development possible. There is room for hundreds, yes, millions, in North Dakota, where they can find good homes and business opportunities and where they and their children can get away from the crowded East and Europe.

The old settler of North Dakota has as I have shown, accomplished much, but he has still more to do. You have but begun and from now on, your work will begin to give you both profit and pleasure. You have had many things to contend with in common with all pioneers, they, however have been small in comparison with those who have gone before you in the eastern states. They started out in the trackless wilderness to make their homes among the wild beasts and savages, while we came here in palace cars to a land ready for the plow, to a land that had been cleared of the savage Sioux by the gallant Custer and his troopers. The pioneer of the older states had no assurance when he left his loved ones, even for a short time that he would find them alive when he returned. It was too often the case that he found

his house burned, wife and children killed and scalped or taken off to be tortured or to a worse fate.

It is only those who have lived among the Indians, as some of you have done, that can realize what that means. I have no doubt there are some who went through the Indian Massacre in Minnesota in 1862-1863, the mere thought of which will make the blood run cold in your veins. I have seen Indians from Alaska on the North to the Orinoco in the South. I have fought by their side as well as against them. The first time I was under fire was a fight with the Creek Indians in Oklahoma, the next time I was under fire at Pea Ridge, Arkansas, I was brigaded with some Indian cavalry. I cannot say that in any place or in any country have I seen very much to admire in them.

In conclusion, I thank you for your invitation to participate with you, and for the patience with which you have listened to me.

NOTE: At this meeting Mr. Johnson was unanimously elected a member of this association.

OLD SETTLERS' REUNION

Abercrombie, June 17, 1903.

It would require a Webster, a Clay or a Lincoln to do justice to the subject assigned to me, viz., "The Ladies, Past and Present," and then it is doubtful if even they could do it.

The ladies of the past, and at the present time have and control more of the world's moral, as well as political affairs, than men are willing to admit, they control in a large measure the destinies of states and nations. It is to their good work that we owe our present high state of civilization; were it not for them this would be but a world of beasts, their influence is pure and elevating. While I am sorry to have to admit that that of man, if not the reverse comes very near being so. When as children, who do we go to with our troubles? To our mothers, of course. Who of us ever thought of taking them to our fathers? I will ven-

ture to say not one of us did so, and as we grow older we go to her and make her our confidant and tell her of our aims and ambitions and we know that we will get her sympathy and best counsel, and do not fear that she will make fun of us. Later in life we find some good woman to whom we become attached, and she, like our mothers, assists us in all our laudable undertakings. Young men, my advice to you is, and I speak from experience, get some good woman to take care of you as soon as you can, for you are not capable of taking care of yourself, and when you get her, remember that you have got the best gift that man can have, and be sure that you make yourself worthy of her, for no matter how much you do for her you cannot do half as much as she does for you.

There are many men within the sound of my voice that were it not for his faithful wife, would be to-day a homeless wanderer on the face of the earth. It is to her patience, fortitude and endurance that he is to-day well-to-do, contented and happy. Who is there among us that has not felt her gentle hand on our fevered brow when sickness has laid us low, and but for her gentle ministrations death would have claimed us before our allotted time. Who is there that cannot recall the time when we had strong hopes of the success of some enterprise that we were interested in and that by some act not of our own, our fond hopes were dashed to the ground, have not been consoled by our wives and had the cloud that seemed to envelope us, for the time being, cleared away. It is to just such women as I have described that we, as a nation, are indebted to for being what we are to-day, and the same may be said of every civilized nation on the face of the globe, and as we grow older we will still receive more of her good work, and the world will be getting better all the time, and we must give the woman credit for the most of it.

While I told the young men to get some good woman to take care of him, I wish to say to the young woman to be careful and see that the man she marries is healthy, honest, sober and kind.

If he is known to abuse his mother, sister or even his dumb animals, or drinks and carouses, don't marry him any quicker than you would a leper. If I was a woman I would marry a leper in preference to such a man as I have described. Remember that if you marry such a man and he comes home drunk and abuses you and your children, you have only yourself to blame, and it will only be a question of time when it will be either the divorce court or an early grave; and your children, if you have any, will either be deprived of their mother's care or be scattered where you may not have any control over them. I know of such cases, not only in this, but in other states, as well. In conclusion, I thank you for the invitation to be present with you on this auspicious occasion and for the patience with which you have listened to me.

CONTINENTAL HOSE COMPANY BANQUET

Fargo, October 19, 1903.

I was very much pleased at receiving your invitation to be your guest again. I have been that so often, and you have heard me speak so many times, that I will not take up very much of your time. If I had the eloquence, and was such a word painter as my friends who have preceded me, I would not hesitate in taking up time, but after listening to their Honors — Mayor Sweet and Mayor Nye — anything that I may say will not sound very well. This morning Messrs. Bassett and Hagen requested me to say something about the Volunteer Firemen. If any subject could loosen any man's tongue that should do it. I regard the volunteer fireman as one of the noblest of men. It requires more courage to fight a fire than it does to go into a battle. In the case of fires there is nothing to cheer you on; in battle it is just the reverse. There you have your comrades who touch elbows with you and with the enemy in front of you, and the cheers of your comrades all around you — you forget yourself for the time

being. I speak from experience in both cases. When a young man I was a fireman; I have also been a soldier and have felt the shock of cavalry meeting cavalry — and cavalry charging batteries of artillery. I have also gone into burning buildings as a fireman, and let me tell you of the two I will take the cavalry charge in mine. The volunteer fireman — and in fact all firemen — are called upon at all hours of the night and day, and in all kinds of weather. You risk life and limb — as well as health — for the protection of the property of your neighbors; if you succeed in saving it you may get thanks — if you don't, through no fault of your own, you are as liable to get curses as thanks. That, I think, you will admit had been your experience as well at it has of all firemen who have done their duty. I well remember the time that your company, as well as the other fire companies in Fargo, were organized. You have been a credit to the city — as well as to yourselves — from that day to this, and the citizens of Fargo so recognize you.

I understand from the public press, containing the proceedings of the City Council, that it contemplates the creation of a paid fire department. As to whether the time has come for that the mayor and council must be judges of. Personally, I don't think it has, and if I was mayor would not approve of it. I would, however, favor some changes in the present arrangement, so as to make what I believe would be as efficient as a paid department for some time so come; and would, at the same time, be less expense to the taxpayers. But, whatever the mayor and council may deem best for the city I know that you will yield obedience to the same. Should no change be made I know you will give the city the same loyal service in the future that you have in the past — and in so doing you will do all it is possible for men to do. Should the mayor and council deem it best to create a paid department at the present time, I would advise you not to give up your organization, but to keep it up as a social one. The time is coming, in the not distant future, when it

will be a badge of honor to have been a volunteer fireman in Fargo.

This is the first time I have met you all at once this year, and before I sit down I wish to thank each and every one of you for that magnificent group of photographs of the members of this company that you sent me, so handsomely mounted in ebony, last Christmas. You may rest assured that the gift was appreciated and will be kept by me as long as I live — and many will be the times I will look in the faces so well portrayed — of my smiling “fire laddie” friends. That group — with those I have received of the other companies — will be given to my children at my death. They will cherish them — not only for my sake, but for yours as well.

TRI-STATE GRAIN GROWERS' CONVENTION

February, 1905.

To the Northwestern Farmer and North Dakotan: Complying with your request to give your readers a short sketch of the Tri-State Grain and Stock Growers' Association, will attempt to do so in the shortest possible way.

The origin of it is due to Hon. Budd Reeve of Buxton, N. D. In the first part of March, 1899, Mr. Reeve came to me and wanted to know whether I would help in getting the first meeting up. After canvassing the situation over I told him I would be glad to do so and the result was we had a rousing meeting. We had many noted speakers present, the most prominent was Mr. James J. Hill, of the Great Northern Railway. We had a good representation of farmers and stockmen from North and South Dakota, Minnesota, and Manitoba. About the only subject discussed at the first meeting, was grain, and the eradication of noxious weeds. In January, 1900, we held the second meeting, with a much larger attendance than we had at the first one. At the second meeting, in addition to grain raising, stock was also

quite fully discussed. Mr. Hill also favored us with an excellent address at this meeting. In 1901 no meeting was held, for what reason I do not know, as I was in Europe.

In 1902 we had our third meeting. At this meeting among the speakers, in addition to Mr. Hill, was Prof. Carlton, Cereal-ist of the Department of Agriculture. It was at this meeting, and owing to the presence of Prof. Carlton, that macaroni wheat became so well known, Prof. Carlton had just returned from Russia, where he had been investigating macaroni wheat with a view of adopting it to the western part of the United States.

In 1903, 1904 and 1905 we have had meetings each year, and each year the attendance and interest have increased, and increased very materially, indeed. Out of the various meetings — all held in Fargo — there has grown a number of valuable associations, such as the stock breeders, and macaroni raisers, the horticulturists, the butter makers and several others. At each of the last three meetings we have had specialists from the Department of Agriculture in attendance, not as spectators, but men who were specialists in their line and who gave those fortunate enough to hear them, the benefit of their special training.

All the meetings of the association have been of incalculable value to the Northwest, is evidenced by the fact, that the hundreds of men have left their homes, paid their expenses to attend each and every meeting that has been held. That could not have been, had they not been benefited sufficiently to pay them for the time, trouble and expense they were to.

The last meeting, January 17-20th, this year, the program was divided up so as to give separate days to grain, stock, horticulture and dairying, thus giving each of the great agricultural industries of the Northwest an opportunity to become familiar with what was doing in that which they were most interested.

Another feature that the last meeting took up was the con-

sideration of pending legislation, both state and national. Resolutions were passed expressing the views of the members in attendance on pending bills, and certified copies of same were ordered sent to our members of Congress and Senate, as well as to the legislature, which has been done. Those that were sent to Washington have already been presented both to the House and the Senate as well as to Secretary Shaw, as per advice received from both members of the House and Senate.

Those that were sent to Bismarck were read in the two Houses there and referred to committees. What good they will do the future alone can tell. If they do no other good, they will at least give our law makers to understand where the leading agriculturists and stockmen stand on legislation affecting their interests. I, this morning, received from Senator Nelson of Minnesota, a copy of Secretary Shaw's opinion on the so-called "draw back scheme," which is nothing more or less than permitting Canadian wheat into the United States free of duty, in competition with the wheat raised by the American farmer. This, I think, is the first time the farmer has ever had anything that he had to sell protected by a tariff in his favor, and that has been by legerdemain taken from him, at the behest of the millionaire millers.

One of the things that has contributed very much has been the liberality of the railroads. Each year they have given a rate of one fare for the round trip in Minnesota west of the Twin Cities, and in North and South Dakota. In addition to giving such a low rate they have contributed in many other ways to make the meetings the success they have been.

That the association has been of benefit to the members goes without saying, and the work that has but just begun in that direction. Each meeting in the future will develop new ideas, as well as new subjects to be discussed. Many men have told me that what they have learned at these meetings could not be computed in money. They raise more grain, as well as better

grain; they understand better the care of stock and how to feed them to the best advantage; the butter makers have learned from the experience each has given, the best methods of making the very best butter that can be produced; the horticulturists have learned what fruits can be raised here at a profit, so take it all in all, every interest pertaining to farming and all its branches have been benefited by the exchange of ideas and experience.

OLD SETTLERS

1906.

Our mutual friend President Baker has asked me to bid you welcome to Fargo. It is needless for me to tell you that it affords me great pleasure to do so. I am often called upon to greet visitors who honor us with their presence, in nearly every instance I have been called upon, the people that I have met were strangers, or nearly so. With you it is different: in meeting you I am called upon to welcome men and women who were here in many cases long before there was a Fargo.

In fact, I see faces before me that had come to make the Red River Valley their home before either the name or location of Fargo had even been thought of. When I came here in 1879 — and I will confine myself to Fargo and Moorhead — I met among others, Hon. S. G. Comstock, P. H. Lamb, John Erickson, Dr. Wilson, Col. Sharpe and others in Moorhead; Hon. S. G. Roberts, Major Edwards, John E. Haggart, E. B. Eddy, Jacob Lowell, N. K. Hubbard, Sam Matthews, Geo. E. Nichols, James Holes, Geo. I. Foster, G. J. Keeney, H. F. Miller, J. B. Chapin, Jas. S. Campbell and others in Fargo. Some of the men who I have named were called “old timers” 27 years ago. Many of the men we met then have moved away, others have passed to “the great majority”; they did their work well. It is not my purpose to eulogize the dead — their work that they accomplished before they were called upon to cease from their labors speaks for itself. I

cannot refrain, however, from reminding you of E. B. Eddy, John E. Haggart, J. B. Chapin, Jacob Lowell, Sr., and Col. Crockett and many others who I will not take up your time to name.

It would be difficult indeed, to find a more enterprising lot of men and women than those who came to the Red River Valley as pioneers; you were brave and generous to a fault. I will cite a few instances that will bear out my statement. The population of Fargo and Moorhead combined when I first saw them did not exceed 3,000 though much more was claimed. It was much easier to raise a given amount of money, no matter what the object was, than it would be to raise an equal amount to-day. That was demonstrated in the erection of foundries, paper mills, electric light plants, street cars and many other enterprises that took thousands and thousands of dollars and nearly every dollar lost — and not a complaint heard on account of the loss of so much money.

If you try the same thing to-day, you would not get a dollar with all our wealth where you got five dollars in our poverty. But it was that spirit that built up the Northwest and your influence is still building it up. Had you stopped and looked at a nickel till it looked like a dollar and then put it back in your pocket, do you think you would have been able to meet in a town like Fargo, and in a \$100,000 building erected and used exclusively for Masonry? Not a bit of it. It was your indomitable will, courage and enterprise, your generosity and readiness to help all who came that has accomplished more in 25 years than it took some of the Eastern and Southern states to do in generations.

I don't know what the population of the Red River Counties was in Minnesota in 1880, nor what it is to-day. But the territory that now comprises North Dakota had less than 37,000 in 1880, and has over 400,000 to-day — and will have over 600,000 in 1910. You have laid the foundation that future generations will bless you for as we bless the forefathers of the republic. You may not live long enough to receive your just reward, but those who you leave behind will get it.

Meetings like this should be held at least once each year; while personally I would like to see them held in Fargo every year, I do not believe it good policy to hold them two successive years in any town. Each one of us should make ourselves a committee of one to see that every man and woman who is entitled to become a member join the Association. Each one of us — in addition to seeing our friends join the Association — should furnish the general secretary with certain information that he may ask concerning you. This is important and the information that you will furnish will be needed when the time comes to write up the history of the Red River Valley. It cannot be properly written up unless the information the secretary wants is furnished while you live. I thank you for the privilege accorded me in meeting you, and as Mayor of, and in behalf of, the citizens of Fargo, I bid you welcome.

NORTH DAKOTA BANKERS' ASSOCIATION

At Fargo, August 16, 1906.

It affords me great pleasure to welcome you, as Mayor, in behalf of our citizens, to Fargo. I trust that your meeting here will be profitable, not only to your organization, but to its individual members. And that we may have not only the pleasure, but the honor of entertaining you again in the near future.

The banking business, like everything else in North Dakota, has advanced wonderfully in the last few years and much of that advancement is due to you gentlemen and your absent associates. The general public does not realize the benefits you are, have been, and will be in the development of our state. We have just begun to realize what a wonderful state we live in and its possibilities. While the past has been bright, the future will be still brighter if we but do our duty and take advantage of what nature has done for us. Many of you, like myself, are pioneers of North Dakota. We can hardly realize that in population we have grown from less

than 37,000 in 1880 to over 400,000 in 1906. By the time for 1910 is taken we will have 600,000 people here; had we been told that 25 years ago there is not a man within sound of my voice who would have believed it.

I am especially glad to welcome you to Fargo. Here you will find the banking business has kept pace with other lines. You will find here the largest bank in the state and a combined banking capital and surplus for the banks of the city of \$487,000; with deposits July first of \$2,897,401.38. If you will examine the Fargo Clearing House transactions for 1905 you will find they amounted to over \$32,750,000 — larger than any city east of the Mississippi of three times our population — and larger than some eastern and southern cities of 100,000 population. You will also note that a very important transaction has taken place in the banks of Fargo since you met last year — in the consolidation of the Red River Valley having been merged into the First National Bank. That makes the First National Bank of Fargo the largest capitalized bank between the Twin Cities and Helena, Mont.— and between Sioux City on the south to Manitoba on the north.

I understand that the same process of consolidation is taking place in various sections of the state. This is not only important but is in the interest of the stock holder as well as the depositor. It saves money in the way of administration, makes the banks stronger and they will be able to give better accommodation to their customers, as well as permitting a lower rate of interest — so that not only the stock holder is benefited but the general public as well.

In addition to the banks of Fargo, we have other important fiduciary institutions in Fargo: The Northwestern Savings and Loan Association has assets to the value of over \$700,000. It has deposits on savings account to the amount of \$230,000.

The Northern Trust Co. has a capital and surplus of \$126,000 and a deposit account of \$275,000. In 1905 this well managed concern loaned out over \$400,000. Thus it will be seen that the aggregate capital invested in Fargo banks, on deposit in their

vaults, invested in assets in the Savings and Loan Association and the money deposited with capital and surplus of the N. W. Trust Co. amounts to the magnificent sum total of \$4,715,401.38. Where in any part of the United States in an agricultural community will you find anything that will equal this?

If you will but take the time to look over our city you will see mammoth warehouses filled with all kinds of farm machinery. Fargo is the second city of importance in the United States, if not in the world, for the distribution of farm implements. Nearly every important manufacturer in the country is represented here and the list is being constantly augmented. More threshing, harvesting and haying machinery is handled in and through the Fargo houses than in any other one place in the world. You will also find other lines of wholesalers with large stocks suitable to the needs of their various customers. You will find large stocks of groceries, hardware, drugs, fruits, saddlery and harness; the latter two items are not only sold at wholesale through Fargo but we have two large factories here that employ a large force of men. We have many other lines that I will not take up your time to mention. You have met the Fargo commercial traveler in your towns and know that they represent every legitimate line that is adapted to the need of the people of the northwest.

While you are here I trust that you will inspect our water-works — our fire department — our parks — the Masonic Temple, the finest building west of the Alleghanies used exclusively for Masonry, the Elks' Club Room, and last, but not least, don't fail to inspect our street car system. We are proud of Fargo but we are especially proud of our water-works, parks, our fire-department, the Masonic Temple, our street-car service, schools, churches and our homes. If you will indicate when you can go to either or all the places named, it will afford me pleasure to accompany you.

I can also recommend that you visit the Agricultural College. Pres. Worst and his assistants will show you what North Dakota

soil can produce when handled properly. You will also see one of the finest Government Experiment Stations in the United States.

I will not take up any more of your time but thank you for having invited me to meet you, and giving me an opportunity of bidding you welcome to Fargo.

MASS MEETING AT MILBANK, SOUTH DAKOTA.

Fargo Forum, March, 1907.

Owing to a slight mishap which befell Mayor Johnson a few days ago, he was obliged to keep to his room and was not able to go to Milbank yesterday. He had arranged to deliver an address on the enforcement of prohibition in Fargo and the general workings of the law in this city. The address of the Mayor had been prepared with considerable care and contained a mass of valuable information, and gave comparisons as to the conditions of the city with and without saloons. The text of the address was sent by the Mayor to Milbank and was read there at an immense mass meeting last night. The Forum publishes the address as follows:

You invited me to go to Milbank and tell you what has been done in Fargo without the saloon, since prohibition came into effect. It would have afforded me much pleasure to have complied with your request, but an accident has befallen me that will confine me to my home for several days. My attending physician absolutely forbade me leaving the house. I was told that you did not expect or want a speech, but what you did want are facts. The facts that I will send you can be relied upon as they have been obtained from the parties who are referred to. In each case I have obtained them from the proper authorities. In 1890 after North Dakota had been admitted into the Union, Fargo had a population of 5,664. The latest authority we now have is Pettibone's directory for 1906 just published; which gives us a population of 13,410.

Our school enrollment for March this year is 2,309. In 1891

it was 1,019. Our High School, with a four years course has 302 students. In 1901 it had 90 students. This year we will graduate 45, in 1891 we graduated 7. Now we have 70 teachers, in 1891 we had 23. How we have seven graded and one high school, in 1891 we had 2 graded and one high school. Our course of study and teachers are modern and progressive. Our high school library contains nearly 5,000 books, with a \$2,500 physical laboratory. A \$1,500 biological library with fine manual training equipment for wood joinery, turner and pattern making. In addition to common schools, there is located in Fargo the North Dakota Agricultural College and United States Experiment Station with 872 students; the Fargo College-Congregational with 250 students; Sacred Heart Academy with 175 students; Lutheran Seminary with 53 students; two Business Colleges with 704 students. Thus you will see that there are 2,254 students in our colleges and 2,309 in our public schools, making 4,563 students in the various educational institutions in Fargo.

We have 21 church organizations with churches ranging in value from \$5,000 to \$100,000; and a Y. M. C. A. building nearly completed which will cost \$60,000; the second largest Masonic Temple in the United States used exclusively for Masonry, costing over \$100,000 and paid for. A government building costing over \$200,000. Last year there was more than \$500,000 invested in new buildings and this year there will be \$1,000,000, provided that men and materials can be obtained. There is not a vacant residence or business place in Fargo, and I have been informed by reliable real estate dealers that there are more than 50 families waiting to have houses built so that they can come to live here.

The city owns its water-works bought since we became a state. We have over \$250,000 invested in the plant. The rates our people pay for water is only about one third the amount paid when the works were under private ownership, yet it is one of the best paying properties in the Northwest.

We have 22 miles of paved streets — we had none in 1891;

we will repave more than 2 miles this year; 14 miles of an up-to-date street-railway; 23 miles of sewer, of which more than 20 miles has been put in since 1891; 25 miles water mains, with as finely equipped paid Fire Department as can be found anywhere, fully equipped with the latest and best fire fighting apparatus.

Our wholesale trade consists of goods in all lines, among which I may mention 3 groceries, 2 harness, 2 fruit, 1 sash, door, blinds, mouldings, etc.; 2 oil, 2 stationery, 2 hardware, 1 plumbers' supplies, 25 farm implements. We are the second place of importance in the United States, if not in the world for the distribution of farm implements. More steam threshers and self-binding harvesters are handled through the Fargo houses than are handled in any other place in the world. Our wholesale trade for 1906 exceeded \$18,000,000.

In manufacturing industries, Fargo excells all other places between the Twin Cities and Spokane. We have, among others, one foundry, one bedding and mattress factory, one cornice and ornamental works, one corrugated steel culvert factory, one candy factory, two large planing, sash, doors, blinds and other woodwork factories, two large harness factories, two cement building block factories, one large flouring mill, three machine and boiler shops, one tannery, and one wagon and buggy factory.

Financially, we are the headquarters for the New North-west. We have the largest capitalized bank — the First National — between the Twin Cities on the East and Helena on the West, and Sioux City on the South, Winnipeg on the North. The capital stock of the banks in Fargo, with the surplus, is \$545,000. There was on deposit in the banks of Fargo March 1st, \$3,117,992.06. The Northwestern Mutual Savings and Loan Association had assets January last to the amount of \$852,105.11. On January 1, 1904, its assets were only \$2,513.74; an increase in thirteen years of \$849,591.11. The Northern Trust Company, which has only been organized about three years with a capital of \$120.30, had assets January 26 last to the amount of \$471,064.14.

Thus you will see that there is on deposit and savings account in Fargo the immense sum of \$4,410,094.31.

The North Dakota corporations, exclusive of banks and foreign corporations, located and doing business in Fargo, have an aggregate capitalization of \$6,250,000. The Fargo Post Office, for the year ending June 30th last, showed receipts for the sale of stamps, box rent, etc., to the amount of \$67,615.24; Sioux Falls, for the same time and items, showed receipts to the amount of \$57,111.15; Grand Forks for the same time and items showed to the amount of \$41,977.24. The clerk hire cost at Fargo, \$9,735; at Sioux Falls, \$12,630.50; at Grand Forks, \$7,826.67. For free delivery it cost in Fargo 11 per cent; in Grand Forks, 13 per cent, and in Sioux Falls 18 per cent. The Fargo Post Office netted the government for the year named \$49,780.75; Sioux Falls for the same time, \$34,237.67; Grand Forks for the same time, \$28,744.-03. The Fargo clearing house transactions for 1906 amounted to \$26,268,269.52. The Post Office, banking and clearing house transactions in Fargo were larger than they were in any city east of the Mississippi River of three times the population of Fargo.

City Auditor N. C. Morgan informs me that the bonded and floating debt of Fargo, exclusive of outstanding warrants for special improvements, which must be paid by the property benefited, is \$149,000. On March 1st, 1898, it was \$380,416.

We have three great railway systems, viz.: The Northern Pacific, The Great Northern, and the Chicago, Milwaukee and St. Paul, with branches running in all directions. We have thirty-four passenger trains arriving and departing daily.

We have as fine hotel accommodations as you will find in the Twin Cities; the same can be said of our hospitals; patients come from all parts of not only North Dakota, but from South Dakota, and Minnesota, to receive the excellent treatment for all diseases that the human body is heir to.

The city of Fargo is very orderly. During my incumbency as Mayor between April 1896, and April, 1902, there was only one

felony committed within the corporate limits of Fargo. Since I assumed the duties of Mayor last April, there has been but one felony committed, the records we have every reason to be proud of. There is not a place in Fargo where any intoxicating liquor can be purchased, except on the prescription of a regular physician. This condition reflects no special credit, either on the Mayor or the police department. It would be impossible to do what we have done if the people were not back of us.

You will notice that so far, I have not gone beyond 1891, except in population, so that what progress we have made since then has been since the saloon left Fargo. You must also remember that on June 7, 1893, the entire business portion of Fargo was burned, entailing a loss of over \$3,000,000. What we have done has been done without any license from the saloons. I am firmly of the opinion that if the proposition was submitted to the people of Fargo to allow saloons to come in, the votes in favor of the saloon would hardly be worth counting.

In conclusion, I wish to say that I was Mayor of Fargo in 1885-6, when we had about 40 saloons. We then had a population of about 4,500 to 5,000. We had as large a police force then as we have now with practically three times more people to look after, but we have a different class to look after now. The greatest need we have of a police force is to look after men who get drunk in another state and come over to Fargo to sober up.

MAYOR'S OFFICE, FARGO, N. D., April 16, 1907.

THE HON. THE CITY COUNCIL:

The charter governing cities in the State of North Dakota, makes it the duty of the Mayor to transmit to the council, annually, and from time to time, messages and to give the council such information, and make such recommendations as it may deem it to be for the best interest of the city. In obedience to that part of the charter, it affords me pleasure to give you some facts relating to the city of Fargo, from May 1, 1906, to April 1, 1907 — except

as you will note that a few items will cover the full year of 1906 and others from March 1, 1906 to March 1, 1907. Fargo, in common with the state of North Dakota, has had a very prosperous year. The report of the building inspector shows that \$487,783.00 was expended in new buildings and additions in 1906. These are the estimates given when building permits were issued. To this sum it is safe to add at least 20 per cent which will make the amount expended in buildings, repairs and additions the sum of \$577,339.00. From present indications, as well as contracts already let, it is safe to say that provided men and materials can be obtained, the money expended in buildings this year will not fall much, if any, short of \$1,000,000.00. It is to be hoped that conditions will fulfill the excellent promise we now have as the most prosperous year in the history of Fargo.

THE WATER-WORKS

The citizens of Fargo are vitally interested in the water supply of the city. It should not only be of good quality but in sufficient quantity to supply not only the population of to-day, but to supply a much larger population than we now have. We are growing much faster than a great many people believe it possible. In proof of this all anyone needs to do is to visit the different sections of the city and see the new buildings being erected, and the huge piles of brick and lumber all ready to be used as soon as conditions favor building operations. As another proof of our growth, I will call your attention to the fact that the enrollment in our public schools exceeds 2,300 pupils, and that there was on March 1st, this year, more than 4,500 students in the various educational institutions of Fargo.

Last fall the council appointed a special "Water Commission." It consists of the Mayor as chairman, and the following well known citizens; W. A. Knerr, 1st Ward; Joseph Ames, Second Ward; W. A. Scott, Third Ward; Judge Spalding, Fourth Ward; S. G. Roberts, Fifth Ward; Morton Page, Sixth Ward; Pro-



THE UNCERTAINTY OF FLIRTATION—THE W. C. T. U. DELEGATES GO BACK ON THEIR PROMISE TO GRAND FORKS, AND WILL SUNDAY AT FARGO.

fessor F. E. Ladd, Seventh Ward to which was added Professor D. E. Willard, geologist of the Agricultural College; S. F. Crabbe, City Engineer, and N. C. Morgan, City Auditor. The commission held several meetings and discussed not only the best way of getting water, but whether it would be best to filter the water we now have, or bore for artesian water and ascertain, not only whether it could be secured in sufficient quantity but of good quality. The majority of the commission favored artesian wells. On the other hand, Prof. Ladd contended that if the water from the river if properly filtered was better than any artesian water he had analyzed. It was not deemed best to attempt either until consent to use the park for the purpose had been obtained from the Northern Pacific Railway, for the reason that the easement under which the city holds the park, prohibits its use for anything but a park for the public. To the reply that we received from the Railway Company, we found that protests had been made, by the citizens of Fargo to any further extension of the water works there. The Railway Company stated that they did not feel like deciding the matter between the citizens of Fargo, but did want to do what was best for all concerned. Later investigations proved that Judge C. F. Amidon of the U. S. Court, had protested against extensions of the water works in the park. City Attorney Resser and I called on the Judge at his chambers, on Monday, February 11th last, and tried to induce him to withdraw his protest, but met indifferent success, in fact, no success at all. If any one can induce him to withdraw his objections, I do not apprehend that the Railway Company would interpose any objections. Before any more of the public funds are used to extend the plant any further where it is located, it may be best to look into the matter and see if it would not be economy in the end to move it. There is no division of opinion that it is located in as poor a place as it could be, but neither you or I are in any way responsible for its location. It has been but recently submerged and is liable to be any time

when the conditions are similar to what they have been the last winter. Had it not been for the fire engine, our citizens would have been practically cut off from any water supply; in addition to this, had a fire started when the plant was under water the city would have been at the mercy of the flames, for with our splendidly equipped paid fire department, they would have been helpless, being without water, the small engine at the top of the hill could not have supplied the fire engine with water for five minutes.

Following are the receipts and disbursements of the water works from March 1, 1906 to March 1, 1907; viz., receipts, \$31,502.23; disbursements for the same time, \$30,583.81. In addition to the actual cost of operating the plant, the following sums were used for the purposes named; viz., \$9000 towards the erection of the city hall, \$1030 to the San Francisco sufferers, \$1400 interest on outstanding bonds.

THE BONDED DEBT OF FARGO

The bonded debt of Fargo amounts to \$124,000.00, divided and due as follows:

November 1st., 1911—Interest 6 per cent	\$40,000.00
January 1st., 1911— " 7 per cent	20,000.00
December 1st., 1913— " 6 per cent	25,000.00
November 1st., 1915— " 6 per cent	30,000.00
January 1st., 1924— " 5 per cent	9,000.00
	<hr/>
	\$124,000.00

Of above bonds \$60,000 are bonds assumed by the city when the water works were bought; \$30,000 are refunding water and sewer bonds and \$34,000 refunding bonds.

To offset the above bonds there is in the various sinking funds the sum of \$36,957.21. If the bonds could be taken up to the extent of the sinking fund, it would only leave an indebtedness of \$87,042.79. City Treasurer, C. H. Mitchell, informs me that he will call in all outstanding warrants issued prior to April 1st this year. This is a gratifying showing, more especially if taken

in connection with the message I sent to the council in April, 1906. Also with the farther fact that the tax levy for last year was the lowest that has been levied in Fargo since the fire of June 7, 1893, and it is confidentially expected that this year's levy will be lower than the one of last year.

THE POLICE DEPARTMENT

By referring to the annual report of the Chief of the Fire Department, you will see that it is in excellent condition. That the men have performed their duties to the general satisfaction of the citizens is conceded by all. Since the old city offices were turned over to the department, the men have more room and are in every way better situated and consequently more contented. If you have not been in their rooms lately, you will find it worth while to go and see them. The changes that have been made have been done almost entirely by the men themselves; we have some fine mechanics in the department, which is shown by their work. The report is worthy the department represented. The recommendations will no doubt be considered by the proper committee of your honorable body.

ASSESSMENTS AND TAXES

The question of taxes is at all times a fruitful subject. However we may feel on the subject, it comes as regularly as the seasons; while we live it is one of the things — like death — that must be met. In 1906, the assessments for city purposes, and that is the only tax the Mayor and Council are responsible for — was 21.6-10 mills. In 1905 it was 23 mills and in 1904, it was 23.3-11 mills. The saving to the tax payers of Fargo over that of 1905, amounts to \$5,896.79. From present indications the tax rate will be much lower this year than it was for last. The reason for it is this: The leading business men of Fargo have voluntarily offered to have their property assessments increased very materially. In fact that applies to all lines of merchandise.

The system of assessments at best is bad, very bad. Men whose word can be taken without question on almost any other subject, do not think it wrong to return their property at a much lower value than it really has, yes and even conceal from the assessor everything that is not really in sight. The assessed valuation of Fargo as it came from the State Board of Equalization in 1906, was \$4,213,243.00. That included all railway and every other species of property subject to assessment. Every one who knows anything about Fargo, knows this is absurd! There was never \$25,000,000 gold coined by the United States that could, if for sale, buy the entire property in Fargo that is subject to taxation.

FINANCIAL

The various appropriations made in 1906, with the exception of the Engineering Department, the City Hall, Furniture and Fixtures, the Health Department and Meat Inspection have been kept within their proportion for the first six months of the fiscal year. Some of the ones named may not be sufficient to cover the next six months, but the shortage, except furniture and fixtures for the City Hall, will be light, if any.

Fargo continues to be the financial headquarters for the new Northwest. On March 1st this year, there was on deposit in the banks in Fargo the sum of \$3,117,922.00. The Northwestern Mutual Savings and Loan Association had assets to the value of \$852,105.11 and the Northern Trust Company to the amount of \$471,064.14, making the grand sum of \$4,410,094.21 on deposit and savings account.

Respectfully submitted,

J. A. JOHNSON, *Mayor*.

WAR REMINISCENCES

November 11, 1900.

The last eighteen months of the Civil War, I was one of the many locomotive engineers in the employ of the United States. My headquarters were supposed to be at Stevenson, Alabama, but I spent but little time there. When we went out with our engines we never knew when we would be back or where we would be sent to before we returned. We all had narrow escapes and adventures without number, and to even attempt to tell one tenth part of what I saw and went through while I was in the United States service would fill your entire paper and then all would not be told. I will simply confine myself to the last few months before the surrender of General Lee. In January, 1865, I was ordered to take a train to Huntsville, Alabama. I had never been over the road, but that was a common thing to send you anywhere; the mere fact that you did not know where grades and stations were, did not seem to make any difference to the military authorities. I got to Huntsville alright, and the next morning started back with empty cars, only the regular train crew along. Everything went well till we reached Woodsonville, where there was a water tank and we had to take water. While my fireman, Joe Courtney, took water I got off to oil my engine. I had oiled one side and had started to oil the other, when in looking up I saw about a half mile from me about thirty troopers in grey, coming as fast as their horses could go. I did not finish oiling, but jumped on my engine, told Joe to throw up the spout and I pulled the throttle. At first the Confederates did not notice what we were doing they were so intent upon getting within reach of us, but with quick action engine and cedar fuel, we soon had steam enough to make her "hum" and had the train where we could do as we pleased. The country was open and not at all hilly, and we could watch the Confederates doing their best to get within shot of the caboose. As they began to see that they could not do it, they finally gave it up and sent us a parting volley.

At another time in coming from Chattanooga, Tennessee, going to Stevenson, we stopped at Whiteside, a station in the Racoon Mountains, and stayed there all one night. At that station the paymaster's train had been stopped and attacked by guerillas in the hope that they could secure the funds on the train that was to be paid out to the troops. There was continuous fighting all night between the train guards and crews who had been armed for that purpose, and the guerillas. We finally beat off the robbers, for that is what they were, and I proceeded to Stevenson while the train master went on to Chattanooga. Between Bridgeport, Alabama, and Chattanooga, Tennessee, we had to pass over one of the most unique railroad tressels, in the Racoon Mountains, that has ever been used by any railroad in the world. Prior to the war there had been a good substantial bridge over the chasm, but when the Confederates had to retreat, they destroyed that and the Federals had to replace it. The First Michigan engineers and mechanics were put to work and in about ten days they had a structure that had not a single bolt in it. It must have been at least 200 feet from the bottom of the chasm to the rail, and the material used was jack pine taken from the side of the mountain and set one on top of another, braced and simply spiked together. It had the old-fashioned spike which was as brittle as glass and not like the wire spike of to-day. What made it so much worse was the fact that it curved at both ends, some thing like the letter "S." I always breathed easier after getting off that tressel and I presume everyone else did the same.

At another time I was in Chattanooga and was told that I would have to go to Knoxville, only about one hundred and ten miles away. I had never been over that road either. I started one afternoon in the first part of March. I found that there were seven trains ahead of me and that many behind me, thus making it dangerous at both ends, and I had no doubt then, nor have I now, that there were other engineers, who like myself, entirely unacquainted with the road. Everything went well till we came

to Cleveland, Tenn. There we met about as many trains as we had, and I was more than twelve hours from the time I arrived to the time I left, but had kept moving all the time to let trains pass. We had but a short side track for about thirty trains to pass each other on. It took us thirty-six hours to go from Chattanooga to Knoxville. On arriving at Knoxville, Mr. Mason the master-mechanic, ordered me to proceed to Bulls Gap, Virginia, I protested that I was not in a condition to go till I had some sleep. I was threatened with the guard house if I did not obey. I told him that if he forced me to go, before starting I would leave a written protest with General Carter, commanding at Knoxville. That I was not fit to go and could not be responsible for any accident. At that Mr. Mason relented, not daring to take the risk and I was permitted to get some rest before I had to go out again.

At another time I was coming from Dalton, Georgia, to Chattanooga, one night, going down the grade before ascending Mission Ridge, I saw the gleam of a gun ahead, I told my fireman to throw himself down on the foot board which he did, and I lost no time in doing the same. We did not do so any too quick, for we soon had a volley fired at us, the glass in the cab was riddled and even the "jacket" of the engine had a number of bullet holes in it. I expected to find myself in the ditch soon, but fortunately for me, I missed that. It was the usual custom of the guerillas to first tear up the track, and then leave a guard to look after the engineer and fireman in case they escaped death, and the remainder to go back and capture the conductor and his men. The only way that I can account for our escape, was that I had been running pretty fast for the country and the condition of the track, and the guerillas had not had time to tear up the track before we were upon them.

The last time I ever took a train from Chattanooga to Knoxville, I met with the only mishap I had while in the government service. At Concord an officer, whom I did not know — a

Colonel — came and asked me if he could ride on the engine — the tender was full of soldiers then.

I told him he could if he would keep out of the fireman's way. That he agreed to. I was chatting with him when I whistled for Erin, but a few miles from Knoxville, passed where the town had been, and at the farther end of the siding it curved away from my side of the cab and it was also down grade quite a bit, I was making pretty good time when I discovered that the switch had been turned. I did all I could to stop the train, but failed and the result was the engine and two cars, filled with soldiers, left the rail, but did not fall into the ditch. The engine was disabled and the only way the train back of us could be moved was to send to Knoxville for a wrecking crew, which was done. One of the trains delayed, General Thomas was on, and he came forward to investigate and I fear, had it not been for the officer who was on my engine, whom I then found to be Colonel Gilbert, I don't remember his command, I would have been put under arrest and court martialed. The soldiers as well as General Thomas were on their way to Virginia to intercept General Lee in case he should attempt to get away from General Grant, who was pushing him very hard around Richmond.

At another time we were corralled at Decherl, Tennessee, where we were kept for two days while the Confederates were trying to capture the vast amount of military stores that accumulated there.

The soldier was in danger all the time, but the railroad man was in battle every moment he was on the road. The track was not fit to run any trains on, yet the necessities of the government were so great that very often we had to make very fast time, running as high as 30 miles an hour. That was fast there and no one who knew the conditions of the track and bridges, would risk going at any speed could they have avoided it.

At a fire among the government warehouses, filled with ammunition, in the last part of March or first of April, 1865, Mr.

Hobbs the master-mechanic, asked for volunteers to go and pull some of the cars out which were in danger. My engine was standing ready to go out and I volunteered, not realizing the danger, at first and after starting I would not go back. Hon. A. L. Carey ex-insurance commissioner of this state, coupled the car to the engine. The clerk of court of Richland County, and an old soldier in Benson County, whose name I cannot now recall, stood and watched me pull the cars out.

WORDS OF APPRECIATION

In Minneapolis
Sold only at
316 1st Ave S

Then You Will Think of Me.

When spring time comes to earth and you,
And the buds come forth on shrub and tree,
And the grass is green on the hill-side too,
Then you will think of me!
But don't grieve for me, dear one,
For I shall happy be,
My spirit when it to heaven is gone,
Then you will think of me.

When summer comes with birds and flowers
And shadows in the sunlight be;
And nature improves the sunny hours,
Then you will think of me!
But not as one who sleeps forever,
By faith a better home I see,
There with friends to be parted never,
Then you will think of me.

When autumn too is drawing nigh,
With faded flowers and leafless tree,
And the summer days have all passed by,
Then you will think of me!
When old age comes creeping on,
And death may quickly call for thee,
And e'er thy spirits from earth be gone,
Then you will think of me.

When winter snows are drifting high,
And icy cold the weather be;
And chilly winds go whistling by,
Then you will think of me!
When going to sleep in the arms of death,
Soon in cold grave thou wilt be,
When slowly comes thy fleeting breath,
Then you will think of me.

St. Paul, Minn.

MRS. A. P. PARTRIDGE.

In Minneapolis
Sold only at
316 1st Ave S

WORDS OF APPRECIATION

HAIL THE CHIEF.

North Dakota will have as her guest for a short time this evening President McKinley and wife, and several members of his cabinet. It is not often that the Northwest is favored with a visit of a president.

The Presidential party will be met at Duluth by Congressman Spalding and Judge Pollock, and at Staples by Judge Amidon, Marshall Haggart, Mayor Johnson, Captain Gearey, all members of the reception committee. The other members of the reception remaining in Fargo, will have charge of arrangements at this end of the line, and will receive the distinguished party and assign them to carriages.

The first carriage will be occupied by President and Mrs. McKinley and Mayor Johnson. Then will come Secretary Gage, Marshall Haggart, Judge Pollock, Judge Amidon, Secretary Wilson, President Worst and two A. C. professors.

Secretary Rixey, Governor Devine, Messrs. Kleinogle and Von Neida. Captain Gearey, Senator Hansborough and wife. Lieutenant Hildreth, Senator McCumber and wife. Secretaries Corteylou and Finny and F. J. Thompson. The press representatives will be cared for by Messrs. Jordan, Lounsberry and Stavenheim.

The committees in charge are:

Reception: Hon. B. F. Spalding, Senator Hansborough, Hon. L. A. Rose, Marshall Haggart, Judge Amidon, Mayor Johnson, Judge Pollock, Captain Gearey, Major Edwards, Col. Robinson, and President Worst.

Arrangements: Mayor Johnson, chairman; J. B. Folsom, A. L. Loomis, W. C. McFadden, Col. Gearey, Alderman Lewis, James Kennedy, and Frank Thompson.

Mayor Johnson tried to get some rifles for the soldiers to use in the parade, but was unable to do so. He wrote to the Secretary of War for the loan of some guns, supposed to be at Fort Snelling, and received the following telegram:

WASHINGTON, D. C.

J. A. JOHNSON, Mayor, Fargo, N. D.

No authority of law for loaning guns. Have no guns at St. Paul.
DUTTON, Acting Chief of Ordinance.

The Mayor then heard of a few obsolete guns at Bismarck and wired Gen. Miller if they could be secured. Gov. Devine sent the following in reply:

MY DEAR MR. JOHNSON:

General Miller some few days ago submitted a telegram from you, asking for some guns to assist in the reception to President McKinley. I gave him orders for a favorable reply. A telegram yesterday was discussed at some considerable length, but we deem it not advisable. General Miller informs me that heretofore on occasions of this kind, there has always been considerable loss as to the number of guns returned. The companies in no little measure will recruit with new men. There will be no one directly responsible. For this reason and this only, we thought it best not to permit the guns being taken from the armory.

When interviewed, Mayor Johnson said: I have tried to secure guns for the volunteers for the President's reception. The state has sufficient for that purpose, guns that are obsolete, and as far as weapons are concerned for the soldiers in service worthless, yet Governor Devine refuses to let us have the old things for fear some of them might get lost. They are not worth stealing. I don't suppose they could be sold in open market for \$1.00



THE ELDER ONE—"NOW, SONNY, IF YOU WANT ANYTHING
MORE, JUST NAME IT."

a piece. Even the Pop Governor of Minnesota saw that Minnesota troops had arms in passing in review before a Republican President, while our Republican governor refuses the loan of a pile of scrap iron.

After the public reception of President McKinley, Mayor Johnson's family were received privately by President and Mrs. McKinley. Later in the evening, the Mayor lost a valuable diamond stud, the gift of his appointees — the newspapers joshed him a good about the loss.

Mandan Pioneer: Mayor Johnson has the sweet and the sour in his cup of late. First came the rebuff when he wanted the soldiers to have their guns, when they met President McKinley — then came the sweet when he rode in the carriage with President McKinley. How the good Mayor's heart would swell with personal and civic pride as he rode through the city with the first gentlemen of the land. Then came the sour again, when he lost the diamond stud, for which he is now advertising. Mayor Johnson deported himself like a genial host of the city of Fargo, and he is to be congratulated.

Hope Pioneer: The Mayor of Fargo,— whose name sounds something like Johnson — claims to have lost his diamond stud. It is not believed by anyone that the Mayor has done business with Uncle Three Balls, or that the President touched the spark.

AT JAMESTOWN

Jamestown Journal, April 3, 1901.

Mayor J. A. Johnson of Fargo, N. D., and President of the League of American Municipalities, arrived in the city this morning, and in company with his daughter will spend several days here. President and Miss Johnson are the guests of Mine Host Hurlburt of the New Sherman, where they have met many Jamestown citizens during the day, an impromptu luncheon was given in their honor this noon by Col. F. P. Cobham. During the

afternoon Miss Johnson held quite a little reception in the parlors of the New Sherman, as so many of the Jamestown ladies called.

The Mayor has been in Europe for the past four months, visiting England, France, Germany, Belgium, Norway, Denmark, and Sweden, returning to the States a few days ago, when Miss Johnson met him in Portland, Maine, and after spending a short time in Boston and New York they came here, in the interests of the meeting of the convention of the League in August of this year.

"I look to the coming convention as the best and most important one in the history of the League" said Mr. Johnson to the Journal representative. "And I have no doubt as to Jamestown's ability to properly entertain such a gathering as this will be. While here I shall look about the city with the intention of examining your halls and places of public meeting, with a view of securing a place for the convention that will properly accommodate the visiting exhibitors as well as the convention itself. You may say, however, that the convention headquarters in this city will be at the New Sherman House."

This evening Miss Peckham, daughter of Judge Peckham will entertain for Miss Johnson.

April 4th Mayor Johnson of Fargo, and his daughter were the guests of honor at a trolley ride this morning. The private car was used and the party included Mayor Johnson and daughter, of Fargo, Mayor Johnson and daughter, of Jamestown, E. B. Cressy, banker, and his daughter; F. A. Fuller, Junior President of the Board of Education; President Collins, of the council; A. J. Butts, of the board of public works; Judge Peckham and daughter; Col. F. P. Cobham, George E. Maltby, superintendent of the Street Railway Company; George Hurlburt, proprietor of the New Sherman, and a representative of the Journal.

The party enjoyed a ride about the city, covering the different loops and going out to Falconer and Celoron. Different points worthy of note were pointed out along the route, and the guests

expressed interest in the city and pleasure at the hospitality extended.

The only stop made during the ride was at Lake View Rose Gardens, the largest in the world. Not only the guests of honor but the Jamestown members of the party were amazed at the elaborate and magnificent display.

Upon the arrival of Mayor Johnson and daughter at their apartments in the New Sherman, after the trolley ride, they did not recognize the rooms; they were simply a mass of palms, magnificent flowering plants and cut flowers, there was not a space in the rooms left undecorated, immense bunches of American beauty roses, tied with large bows of ribbon, lay on tables and window sills, completely covering them.

All the palms and flowering plants will be sent by express to Mrs. Johnson in Fargo, and presented to her from Jamestown.

Mr. and Mrs. Bemis entertain for Mayor and Miss Johnson this evening and to-morrow they leave for their home in Fargo, but will spend several days enroute, in Chicago, Milwaukee, and the Twin Cities.

AT THE PAN-AMERICAN EXPOSITION

JOHNSON DOES THINGS FOR FARGO.—HUSTLING MAYOR WHOSE GRATEFUL CONSTITUENTS RAISED HIS SALARY ELEVEN HUNDRED PER CENT.—DEFEATED HIS PARTY.—FAILING TO GET THE REPUBLICAN NOMINATION HE SET OUT AS AN INDEPENDENT TICKET AND WON.—COLORS FLYING.

Buffalo Courier, August 26, 1901.

J. A. Johnson, the Mayor who does things for Fargo, will be a prominent figure at the Exposition to-day, which is listed on the official programme as Municipal Day.

It is not necessary to say that Fargo is the metropolis of North Dakota, as it was before Mr. Johnson first assumed the position of mayor, several years ago. He has "done things" for Fargo,

with the result that it is known all over the country, and especially throughout the Northwest, as "the convention city."

Several years ago the Republicans of Fargo were casting about for a mayoral candidate and they struck upon J. A. Johnson, a popular Scandinavian, who had the largest business in agricultural implements of anybody in the city, which is, by the way, the second distributing point for agricultural implements in the United States, regardless of size.

Johnson was elected and the town woke up to the fact that it had a mayor who took an interest in it. When some taxpayer came with a complaint, Johnson didn't refer him to some department head to be in turn referred to somebody lower down, but he investigated and if the complaint was a just one, got out personally and settled the trouble.

The office was his hobby. He gave more time to it than he did to his personal business, and the fact that he lost money by so doing didn't seem to worry him at all. He wanted Fargo to become known and recognized among the municipalities of the country. He set about making it so.

When he heard of some celebrity in the East or in Europe, who was heading westward, Mayor Johnson made it his business to get in communication with him and bring him to Fargo. When there was a convention in sight Mayor Johnson got out after it. He didn't merely send an invitation and await results. He went personally after that convention. The result was he got them by the score. It made business better in Fargo and it advertised the town.

The farmers' annual convention, which is a great institution in North Dakota, was one of his schemes. This holds a week's session in the middle of each winter at Fargo and brings 2,000 of the state's farmers together to discuss practical farming and marketing of crops. They are led in their discussions by scientific agriculturists from the colleges and by railroad men of standing whose business brings them in close touch with the markets.

"Jim" Hill, the great railway magnate of the Northwest, never thinks of missing a meeting of this convention and is on hand as regularly as it comes around.

A MUNICIPAL HUSTLER.

Mayor Johnson is seeking, not only by getting conventions, but in every other way, to benefit the city which honors him with the position of chief executive. He is one of the charter members of the League of American Municipalities. When the call went out for its first meeting three or four years ago, Mayor Johnson responded and jumped into the work of its organization with such vigor that he was made chairman of the executive committee. The next two years he was one of the vice-presidents and then he became president. He has just come from Jamestown, N. Y., where he presided over its last meeting.

But in spite of the fact that he is the Pingree of the Northwest and is now filling his fourth consecutive term in the office, the Mayor has had his political troubles. Three years ago he was the victim of a Republican "deal" in the nominating convention and was beaten, but this did not discourage him. He wanted to be mayor so he got his friends out and secured the requisite number of signatures to nominate him by petition and thus got a place on the ballot as an Independent. He also accepted the nomination of the Democrats and Populists and beat the Republican candidate, who was supposed to be a very strong man, "hands down."

Mayor Johnson now gives most of his time to the duties of his office and is recompensed with a salary of \$1,200 a year. This was voted during his previous term in office, the previous compensation being \$100, but it did not become available till he entered upon his new term. The fact that the Mayor was to be paid for his trouble made competition keener than ever for the office, and Johnson found himself with the fight of his life on his hands, but he won.

FARGO TO THE FRONT.

Under the progressive leadership of Mayor Johnson, Fargo has taken a place in the very front rank of American cities. Its bank clearances exceed that of any city of 40,000 inhabitants east of the Mississippi River; it has more miles of paved streets and more miles of sewer and water mains than any other city of equal size in the country; its schools and colleges are the equal of those found anywhere; it is the Episcopal See of both the Protestant Episcopal and the Catholic Churches; it is the railway center of the new Northwest, having three of the greatest railway systems now existing, the Northern Pacific, the Great Northern, and the Chicago, Milwaukee & St. Paul, with another one about to be constructed. During the four terms Mayor Johnson has served, the running expenses of the city have been reduced 25 per cent.

Nobody realizes better than Mayor Johnson the importance of railroads to a growing city like Fargo and the railroads seem to realize equally well that the efforts of Mayor Johnson in behalf of Fargo all tend to make business for them. The result of this is that there is little the Mayor wants for his conventions in the way of rates and concessions he doesn't get. Last January, the Soo railroad sent him to Europe to secure emigrants to settle along its lines. He was very successful in his mission, but while abroad gave some time to municipal matters. The paper which he reads to-day is the result of his investigations there. It is entitled "Municipal Ownership of Public Service Industries in Europe."

CLIPPINGS FROM THE PRESS

Observer in Fargo Forum: To the disinterested onlooker much of the success of Fargo is due to the untiring efforts of Mayor Johnson. His successful efforts in securing conventions for the city have done more than any other ten agencies combined to advertise the city. For the same reason no other city

between Minneapolis and the Coast is as well known and as favorably commented upon. The city's proud reputation has gone beyond the confines of the western states. Success to Fargo and its hustling mayor.

Lisbon Free Press: Mayor Johnson makes a good advance agent for Fargo. Nearly every convention that has been held west of the Mississippi for the past two years has occurred in Fargo. Johnson is a regular sleuth on the trail of conventions — and there is no denying that they help wonderfully to demonstrate to the many visitors that Fargo is the greatest city of its size this side of Ladysmith.

Forum: The Omemee Herald seems to labor under the impression that Fargo asked the State Press Association to come — but it was Mayor Johnson — who goes after everything in sight — from a cow convention to the Press Association.

Grand Forks has organized a club to boom the city. Fargo does different. Mayor Johnson is a whole club in himself, and the rest of us don't have to bother.

"Too Much Johnson" would play to empty benches in Fargo. The stretch of imagination would be more than a Fargo audience could grasp.

The Noble who treked so lively with the cream colored outfit this afternoon came near running down Mayor Johnson, but then no man can keep his equilibrium better; he is a noble man himself.

Nothing gets away from Fargo's Mayor. Just look at the long list of attractions he has gotten for the city — and now he is having the fire whistles blown to attract the celestial bodies.

The Grand Forks man who came to Fargo and Moorhead and lost his coonskin coat, now admits that he came down to be a little nearer the meteoric shower — supposing, of course, that Mayor Johnson would attract them a little nearer Fargo. But the Mayor was out of town, and the show did not come off.

According to the Argus, the establishment of a government

recruiting station for the regular army at Fargo is another score for that city's ingenious and hustling Mayor. Mayor addressed the War Department March 9th, and the result is the recent order from Washington.

That Government gun is another charge against Johnson, who had it brought in from the coast over the N. P., free of charge. It's not the Mayor's gun, but Johnson had the car put in front the city park, and, got the gun off and located in city park — right where every one can see it. And there you are.

It was a mistake in not having Mayor Johnson on that transportation committee; he'd fix all that up in a jiffy. Fargo put him on the executive committee, knowing how he would act — and it was a surprise — he was not put on the transportation committee — the railroads know Mayor Johnson.

One center of attraction to-day was the unloading of the Spanish ordnance piece presented to Fargo by the government. Mayor Johnson was an interested spectator, and during the short time he was there many citizens warmly congratulated him for the work he had done in securing the trophy for Fargo.

Steele Ozone: It is suspected Mayor Johnson will ask the War Department for one of the Spanish warship hulks lying off Santiago, for use as a naval school at Fargo. He would then apply to Admiral Dewey to dedicate it and for Admiral Sampson to command it. Fargo would then, argues the Mayor, be a naval station of the first water.

Richland County Gazette: The laying of the corner stone of the new Masonic Temple was very impressive. Fargo people spared no efforts to make all comfortable. Then 10,000 people looked at the Mayor of Fargo and that was an honor to all. He led the procession, greeted every one with a smile, and saw that the finest order was observed and all the guests treated royally.

Lidgerwood Broad Ax: Fargo is blessed with a hustling Mayor. If one-third of the citizens pushed Fargo as vehemently as he does — well, no wonder she is what she is.

Oakes Republican: Fargo, led by the tireless Mayor Johnson, is making great preparations to entertain the Stock Growers' Convention. It keeps the rest of Fargo hustling to keep up with Mayor Johnson's procession.

Neche Chronotype: Mayor Johnson is lecturing in South Dakota on "How to Run a City." The returns in the late municipal election would indicate that his honor would be equally at home were his subject "How to Run in a City."

Sheldon's Progress: The great success which is attending Mayor Johnson's efforts to advertise the city of Fargo, suggests the expediency of establishing a state advertising and press bureau with Mr. Johnson at the head.

Washington, D. C.: North Dakota, twenty odd strong, reached here this morning and are seeing the town under the guidance of Senator Hansborough and Representative Spalding. Mayor Johnson is adding to the pleasure of the trip in all ways possible. He has seen Captain Sigsbee, through whom arrangements will be made for a call upon Admiral Dewey.

Bismarck Tribune: If Mayor Johnson does not reverse the order of the war department abolishing the recruiting station at Fargo, we will be both grieved and surprised.

Northwood Gleaner: Captain Sigsbee had pressing business to attend to and could not extend his trip to Fargo, but Johnson of that city — Mayor J. A. Johnson of Fargo — went down to Minneapolis to bring the naval hero to Fargo for which he never fails to secure all the good things he goes after — and kept the lightning busy on the wires to Washington to arrange an extension of time, got what he wanted; got back to Fargo on double-quick time, and arranged a reception for Captain Sigsbee, of which the city had reason to feel proud, and the Captain enjoyed it immensely, too. Now, what is the matter with Johnson, Mayor of Fargo? He's all right! 'Rah for Johnson! Mayor Johnson of Fargo!

Minneapolis Tribune: As yet the agitation over the city elec-

tion in Fargo is in embryo. The horoscope at present points to the election of Mayor Johnson. The opposition has a drag-net out searching for a man to pit against the redoubtable Mayor, but so far no Moses has been discovered. Johnson, with his present backing, is a hard proposition to tackle. He has been defeated nearly every time — before election — but always comes up smiling when the votes are counted.

Sheldon's Progress: Johnson — Fargo's Dick Worthington — is again and still the "Great I am of the Gate-way City!" Bully for you, old man, grease up your typewriter and set wires in motion to have the whole blooming nation trek to North Dakota. You're the real thing, Mayor, Fargo has said it, and what Fargo says goes.

The Detroit Free Press gives the portraits of four prominent mayors. First among these comes Mayor J. A. Johnson, of Fargo, then Mayor Sickle of Trenton, N. J., Mayor Weaver of Louisville, Mayor Phelan of San Francisco. Mayor Maybury of Detroit, drove to the hotel with his beautiful span of bays, and from all the mayors present he selected Mayor Johnson as his guest, and took him in tow, to see the sights. The question of civil service in municipal affairs is inseparably linked with the question of municipal ownership. Mayor Johnson has prepared an excellent disquisition on the subject, and his ideas will be of great value to the municipal men.

Fargo Forum: Yesterday afternoon Mayor Johnson secured 200 tickets for the poor children for the pony show, later Bishop Shanley purchased 200 more for a like purpose. These will be distributed to the children between the ages of six and twelve. Both Bishop Shanley and Mayor Johnson consider this show to be an educational feature, and wish the little ones to enjoy it.

Ex-Mayor Johnson's efforts on behalf of the City Fire Department in securing free admission to the Minnesota fair has been rewarded. This morning he received a letter from the Secretary enclosing passes for 30 of the members of the depart-

ment. Mr. Johnson also secured a railroad rate of \$3.50 for the fire boys and a trip from St. Paul to Stillwater to see the state penitentiary. The boys are profuse in their thanks, and certainly appreciate the efforts of Mr. Johnson in their behalf.

St. Paul Dispatch: J. A. Johnson of Fargo, is another advocate of "sound money," who is made such by his business experience and observation, and by his knowledge of forces which tend to operate to bring prosperity to a people. He is in every sense a self-made man. He is a man of strong convictions and to a question propounded by the *Dispatch*: "Why are you a sound money man?" he replied, "I have traveled extensively in South America, Central America and Mexico, and have seen the effects of a debased currency upon the masses in those countries, and cannot see where any benefit can be derived by a change in our monetary system."

The Mayor of Fargo, J. A. Johnson, when asked by the *Fingal Herald* "What can be done to advance the interests of North Dakota," said: "I beg to say that to reply in full would take up more space than you would care to give it; to make short would not give justice to the subject. In my opinion, among other things that could be done to advance the interests of North Dakota would be: Let the people who contemplate making a change of homes know that we have millions of acres of the most fertile lands in the world that can be had at a moiety, as compared with the worn out lands in the older states, or that can be had free under the homestead laws, the act of congress. That we have good schools, good churches; that we are a law abiding people; that the crime record in North Dakota is lower than it is in any other state in the Union; that life and property are as safe as in any part of the world; that taxes are low and investments are safe; that our railway facilities are equal to the best and superior to some of the older states, and it costs less to transport grain to the markets than it does for the farmers of Western Iowa, Kansas and Nebraska; that while the eastern part of the

state is the paradise for wheat, flax and other small grains, the western part contains millions of acres of as fine ranges as can be found anywhere, where stock obtain food the whole year, and that the beeves, when they reach the great centers, command a premium over range stock from other parts of the Union. That we have an inexhaustible supply of native coal, sufficient to furnish the world for centuries to come, and that as soon as developed, will furnish cheap fuel for all; that with less than one-sixteenth of our area under cultivation, we have raised more than 12 per cent of the entire wheat crop of the entire United States, and that we will continue to do so for an indefinite length of time; that flax, fiber and linseed oil mills are being located at various points in the state, thus insuring a sure market, not only for the seed, but for the straw as well, and, finally, above all things confine yourself to the truth as to the wonderful resources of the state. The truth is sufficient without any exaggeration, and will induce both capital and emigration to come, and North Dakota will receive its full share of those who wish to better their condition.

The Minneapolis Times gives out this self-explanatory article: Captain Charles D. Sigsbee, erst-while commander of the Kearsarge, the Maine and the St. Paul, says he is in somewhat danger of being a candidate for the sick bed by the kindness of his Northwestern friends and admirers. However, he comes up every morning with a ready smile and a cordial greeting for all who meet him. Yesterday morning he was in the barber chair in the Aberdeen, being shaved, and as soon as that function was over he was greeted by a very polite but very determined gentleman who addressed him thus:

"Captain Sigsbee, I know this is not the place to address you, but I cannot take any chances of you getting away."

The Captain smiled, and said all places were alike to good Americans, whereupon the other continued:

"I am Mayor Johnson of Fargo, and have come down here

to take you out to the metropolis of the Red River Valley, where for many years they have quit raising h—l and continue raising No. 1 Hard. I dare not go back without your promise to visit us, so it is up to you whether I can go home either as Mayor or citizen again.”

Captain Sigsbee explained that his time was completely pledged till Saturday morning, and that his leave expired Monday morning, at which time he must be back in Washington to resume his duties as chief of the Naval Intelligence Bureau. He also explained that he had official and private business which necessitated his return to the East. To this the determined Mayor replied:

“I am sorry about the private, but as to the official business I don’t give a sou. We’ve got a couple of Senators down there in Washington, and if Hansborough can’t get your leave of absence extended, he’d better quit the political field in North Dakota. I’ll wire him to have it stretched forty-eight hours, and you can bet your promotion he will get it.”

Sigsbee caved. He went to Fargo on Saturday, was delighted with the hospitality extended. Anything hustling Mayor Johnson can’t do, isn’t worth noticing, and this is.

NOTE: Captain Sigsbee and Mayor Johnson at that time formed a sincere friendship which only ended with death.

Fargo Journal: Ex-Mayor Johnson’s popularity, untiring activity and countless good acts to benefit mankind and humanity in common have aroused the fire of blood in the warm hearts of the people, they will elect him Mayor and pay him fitting honors.

Ex-Mayor Johnson has announced his candidacy. True to his colors, he acted immediately on the demand of a multitude of admirers in every walk of life within the confines of the city, the most prominent men in Fargo, many of them, than whom there are none living or have lived, possessed of grander qualities of the calibre of patriots — the kind of men honored in all communities, who live and die as men should — as the acme of true

heroism and noble manhood; these are the men of to-day who signalled his call, and hand in hand, as it were — join in the rank and file with the humbler citizens to elect him Mayor again. There is but one reason given. Mayor Johnson is the best mayor Fargo ever had or will have. We want him again. He started well — he will so end this election. The result of the awakening of those interests vital to the welfare to each and every one, will find a warm response from Mayor Johnson, who will again assume the cares of the office and give to Fargo, her citizens and every one within her gates, the happy medium of government, that will team over in its radiance of sunlight glow and pour benefits into the field, into the workshop, the home, the schools, the colleges, the churches — all — better than we have experienced before.

Morning Call: Mayor Johnson had more votes than both other candidates combined — and then some — as was prophesied. Johnson, 1,140. Wall, 750. Aaker, 269.

[Mr. Johnson was always very grateful to Mr. Jordan, editor of the *Call*.]

Mr. Jordan offered the support of his paper many times after great inducements had been made for him to leave Mr. Johnson, but on the contrary did all he could to help Mr. Johnson. Neither before or after election would he accept anything for the use of his paper, but always maintained that he wanted Mr. Johnson to feel under no obligations. He was one of Mr. Johnson's chief advisers and best friends — and still maintains that attitude toward Mr. Johnson's family.

Forum: Captain Sigsbee says he is greatly impressed with Mayor Johnson's hustling ability, and if he is a fair sample, the westerners are the greatest people on earth.

The Mayor did more than the Spanish were able to accomplish, as he captured the Captain, and Fargo will see him along with the cannon.

Jamestown, N. Y., Advocate: More than one thousand people

stood for three hours listening to talks by Mayor Johnson of Fargo, N. D., and Mayor Jones of Toledo, Ohio.

The assemblage was a mass meeting of the Central Labor unions and the Woodworkers, an open-air meeting. The first speaker was Mayor Johnson, President of the League of American Municipalities, who spoke in part as follows: I feel honored in speaking to the workmen of Jamestown. I honor the men and women who work for their daily bread. I am and always have been a working man. No person in this city ever labored harder or under more discouraging circumstances than I have. I have worked at all kinds of labor and have learned by experience to have full sympathy for all toilers. I believe that all men and women who work should organize for mutual benefit and protection, but in all their dealings they should use reason.

Portland Oregonian: Ex-Mayor Johnson of Fargo, North Dakota, is in the city on a combined business and pleasure trip. Much as he admires Portland and the coast there is no place quite equal to Fargo. Mr. Johnson most thoroughly demonstrated his belief in Fargo twenty-five years ago, by building, what was then and still is, the most expensive house in his home city. The writer has often been a guest in the beautiful home of the ex-Mayor — a home that has had expended upon it more than \$20,000. The site at the time of the building was a part of one of North Dakota's wheat fields. Mr. Johnson says when that was builded, he intended that it should be his home till he died.

On November 9, 190-, the long looked for city hall of the City of Fargo was dedicated last night. A public reception was held, the Mayor and wife, city council and wives and the city officials and their wives being the receiving committee. The entire hall was thrown open; every office open for the inspection of the public with more than obliging officials to look after every want. The reception took place in the Mayor's office and the many expressions concerning the furnishings of both the public

and private offices of the Mayor were very gratifying to hear. Rugs on the floor, paintings and pictures of interest adorned the walls, leather upholstered easy chairs and couch, desks and bookcases, all of black walnut, all the personal property of Mayor Johnson, excepting a rug in the private office, which is the property of the city. The furniture looked exceptionally nice as the result of the many days of labor expended upon it by George Hartman, a member of the city fire department. He had repolished all the wood-work by hand, and had done so at his own request and at no expense to Mayor Johnson.

The stairway leading to the Council Chambers was banked with palms, also the property of the Mayor, and here Rupert's orchestra was stationed, dispersing sweet music the entire evening. After the reception, all repaired to the Council Chambers where after a few remarks of the Mayor, during which he congratulated the citizens of Fargo on the building of the city hall, of which all should be proud, he welcomed the guests in the name of the City. He then called upon Bishop Shanley, Supreme Judge Engerud, Judge Pollock and Judge Hanson, who all delivered able addresses.

The Mayor then called upon the building committee who had done so much to make the building the great success it was, and for a few remarks from the contractors who so ably executed the work.

[Mr. Johnson was the first Mayor to occupy the offices in the city hall, those offices are now occupied by City Attorney Resser, a personal friend of Mr. Johnson.]

On January 15, 1907, a meeting of the Municipal League of North Dakota was held in Fargo, of which organization Mayor Johnson is President. He had been quite seriously ill for several days and the Fargo City officials took as much of the care as possible from him. City Attorney Resser and Auditor Morgan, looking after the comfort of the guests, with City Engineer Crabbe, every place doing everything for everybody. In the evening,

Mayor Johnson entertained the members of the League and the City Council at a banquet at the Commercial Club. Here also, all the care was taken from the Mayor, during the reception the City Appointees attended to the visiting guests, and the banquet was made a success by the untiring efforts of City Engineer Sam Crabbe and Deputy Auditor Charlie Schruth. Later all attended the Grand Theatre as guests of the management.

The next day a friend spoke to the Mayor about the exertion to him of the night before, to which the Mayor responded: "It was no care to me, I was taken care of as though I was a baby and Sam and Charlie could not have been more careful of my health if they had been my own boys, why think of it, that Sam Crabbe even had the gall to take me home and see me inside my own door before I could get rid of him, although I assured him time and again that I did not imbibe so freely that I could not walk."

At the Labor Day celebration in Fargo, September 3, 1907, Mr. B. F. Lathrope, one of the leading men of the Labor organizations in the state, and chairman of the exercises, paid the late Mayor Johnson the following tribute:

One year ago to-day, Organized Labor of Fargo held its first Labor Day demonstration, and it was no small task to inaugurate the first demonstration of this kind to be held in the city. We went about it with fear and trembling. The first thing was to get the proper grounds for a picnic, for Labor Day without a picnic would never do — of course we wanted Island Park, but every one assured us we could never get Island Park, but that fear was entirely dispelled upon our first visit to the Mayor's office, all doubts were put to flight, for dear old Mayor Johnson, after listening to our request, turned that genial, smiling countenance toward us and said, "Boys, not only the Park, but the whole city is yours for Labor Day and if there is anything I can do to help you, I shall be very glad to do it." We then invited him to preside as chairman of our platform meeting, and he as chairman introduced

the speakers from this platform on the occasion, and we had planned to have him with us to-day, but the ever wise hand of Providence intervened, and much to our lasting regret, took from our midst our dear friend and benefactor. To-day we feel very keenly our loss and our hearts go out in sympathy to the bereaved ones who mourn for a loving father, a kind husband, and a devoted citizen.

The Rev. William Edwards of Christine, N. D., pays the following tribute:

"The thousands of friends of the late Mayor J. A. Johnson, until his demise the highly esteemed and honored chief executive of Fargo, will be pleased to know that his biography and letters are to be published by his beloved family. This book will contain much important history and statistics of the state of North Dakota, which Mr. Johnson loved and served to the last of his earthly life. The record of this man's life and service is worthy of a place in every library in the State. He was both a statesman and a patriot and a pattern for all.

"Fargo honored her late Mayor and fellow citizen with a funeral pageantry wet with the tears of honest grief. The greatest fraternity this side of the tomb carried the remains of their comrade to his last earthly resting place, giving him the burial of a prince among men.

'What means to us the rose-like cross,
That he who lives for self shall suffer loss;
But he who builds the brotherhood of man
Shall rise within the temple's wondrous plan.'

"The late Mayor Johnson made this his life motto. We shall treasure his beloved memory."

At the meeting of the Municipal League in Grand Forks, resolutions deploring the death of Mayor Johnson were passed. Mr. Johnson of Fargo, was one of the most persistent advocates of the organization of this league in North Dakota cities, and without one of the most popular city executives the state has ever had.

BISMARCK, N. D., October 16, 1897.

TO HIS EXCELLENCY, WILLIAM MCKINLEY,

President of the United States, Washington, D. C.

Sir: It affords us pleasure to endorse Senator Hansbrough's recommendation of Hon. J. A. Johnson of Fargo, North Dakota, for appointment as United States Consul at Gothenburg, Sweden.

Mr. Johnson by birth, education, travel, business ability and personal qualifications, is eminently fitted to discharge the duties of this office with credit to himself and honor to this Nation.

He has taken an active and prominent part in the upbuilding of this State, and has at all times contributed freely of his time, money and talents to the support of the Republican Party.

We request for him such consideration as his ability, integrity and party loyalty demand.

Very respectfully,

F. A. BRIGGS,

Governor.

FRED FALLEY,

Sec. of State.

N. B. HANNUM,

State Auditor.

G. E. NICHOLS,

State Treasurer.

F. B. FANCHER,

Commissioner of Insurance.

Absent from Capital, G. H. P.

Comr. of Agriculture and Labor.

GEO. H. PHELPS,

Private Sec'y. to Gov.

Received of Honorable J. A. Johnson, Mayor of Fargo, the following books for Fargo Public Library; viz., one thousand, three hundred and ninety-nine bound books, seven hundred and sixty-nine unbound books and pamphlets, twenty-nine vol-

umes (unbound), Railway Age and Railway Gazette; one map of the United States, one map of South Africa, the same having been procured by Mr. Johnson without cost to the Library Board or to the City of Fargo.

THOMAS BAKER, JR.,
President Library Board.

Attest:

ELLA K. SMITH, Secretary.

To meet the Right Honorable the Lord Mayor of London
and the President of the Association of Municipal Corporations
Mr. Alderman and Sheriff Walter Vaughan Morgan
and Mr. Sheriff Joseph Lawrence
request the honour of the company of
Mr. J. A. Johnson and Lady
at a *Conversazione*
at the Grafton Galleries, Grafton Street, Bond Street, W.
on Saturday 23rd. March, 1901 from 8 to 10 P. M.

Please reply to

Mr. Undersheriff J. D. Langton or to Mr. Undersheriff T. H.
Gardiner,

2 Paper Buildings, E. C.

8 Lincoln Inn Fields, W. C.

Pan American Exposition
Buffalo, N. Y., May 1st to November, 1901
Pass Hon. J. A. Johnson
from August 2 to August 31, 1901.
J. N. SCATCHUD WM. J. BUCHANAN,
Chairman Executive Committee Director General

The President and Board of Directors
of the
Pan-American Exposition
present their compliments,
and request the honor of your presence
on the occasion of the
Dedication of the Exposition,
in the City of Buffalo,
on Monday, the twentieth of May
nineteen hundred and one.

TO HIS HONOR THE MAYOR OF FARGO.

A TESTIMONIAL IN RECOGNITION OF FAITHFUL AND EFFICIENT
SERVICE.

The following resolutions were presented by Alderman P. H. Cummings and unanimously adopted at a meeting of Fargo City Council, held April 3, 1899.

"Whereas, the present Mayor of Fargo, Hon. J. A. Johnson, has devoted a great deal of time and expended large sums of money, not required of him, in the interests of the City, in securing the holding of the late Inter state Grain Growers' and many other conventions and public assemblies in our City, for all of which he has neither asked nor received any compensation, therefore be it

Resolved by the City Council of the City of Fargo, North Dakota, that the thanks of this Council and the Citizens of Fargo are hereby extended to Mayor Johnson for the faithful and efficient work he has done in the interests of the City. Be it further resolved, that an engrossed copy of these Resolutions, certified by the City Auditor, be presented to Mayor J. A. Johnson.

City Council.

First Ward —

L. W. SCHRUTH,

A. J. CRAIG.

Second Ward —

P. H. CUMMINGS,

- JOSEPH AMES.

Third Ward —

ARTHUR G. LEWIS,

NEWTON STANFORD.

Fourth Ward —

SYLVESTER J. HILL,

S. B. CLARY.

Fifth Ward —

ALEX STERN,

WM. D. ALLEN.

Sixth Ward —

GEO. HANCOCK,

THORWALD OSTBYE.

I, James M. Rowe, City Auditor of the said City of Fargo, hereby certify that the above is a true and complete copy of certain resolutions adopted by the City Council of the City of Fargo and the same remain on file and of record in my office.

Witness my hand and the seal of the City of Fargo, this eighth day of April, in the year of our Lord one thousand eight hundred and ninety-nine.

J. M. ROWE, City Auditor.

RESOLUTIONS AND
TRIBUTES

RESOLUTIONS AND TRIBUTES

MUNICIPAL LEAGUE OF NORTH DAKOTA

The following resolution was adopted by the Municipal League of North Dakota at its special meeting held at Valley City, June 4, 5, and 6, 1907:

Be it resolved, that this league sincerely regrets the inability of its president, Mayor J. A. Johnson of Fargo, to attend and preside at this meeting, and it extends to him its deepest sympathy in his present illness, trusting that he will soon recover and resume his duties among us.

It is also further resolved, that the league appreciates the interest and active work manifested by its president in the league and its welfare, and we hope that he shall long remain as its presiding officer.

Adopted by unanimous vote.

Marine Mills Mascot

June 17, 1907.

John Augustus Johnson of Fargo, who died Friday, June fourteenth, was laid to rest in Oakland Cemetery by the side of his son.

The funeral train arrived at 10:30 via the "Soo" and was met by all the old friends of his boyhood and young manhood who are residents of Marine and surrounding country and many old friends from Stillwater, although the family wished all should be as quiet as possible, this was a request the deceased had made years ago; stating at that time, that although he had been in public life nearly all his life, at his death he hoped all would be quiet when he was buried.

The death of "Sheriff" Johnson has cast a gloom over Fargo, Marine and Stillwater in fact throughout the world he is mourned by his many, many friends.

He left to mourn him, his Widow and five children, Alice Johnson Mahnken; J. Chester, an attorney in Fargo; Clarence F., in Seattle; Laura, at home; Lawrence E., in the Regular Army, and three grandchildren, Alice M., Edith M., and Charles H. Mahnken.

The services at Oakland were quiet, but very impressive.

The grave was lined throughout with flowers, placed there by friends' loving hands; the ground of the entire lot as well as the grave of the son, was entirely covered with flowers, these in remembrance from his Minnesota friends. The flowers from Fargo and North Dakota, were the most beautiful ever seen, and of such immense quantities it took some time to place them. During the service, American Beauty Roses were softly dropped upon the casket, until it was hidden from view, the entire grave was filled with flowers, after the casket was lowered, no dirt being used at all, this was at the request of loving friends in Fargo.

The pall-bearers were chosen from the Masonic Lodge in Stillwater, were Knights Templar, and all old friends of Mr. Johnson. It was one of the most beautiful funerals ever occurring in Marine.

COMMERCIAL CLUB
FARGO'S MAYOR
JOHN AUGUSTUS JOHNSON

Nearing the limit of man's allotted threescore and ten years, has entered into that rest earned by an active life of strong endeavor.

The Commercial Club of Fargo, an embodiment of the city's business life, in recognition of his official position, and in memory of his life, character, and achievements, extends to his family profound sympathy, to those officially connected with him in our

city's administrative affairs deep regrets, and to those who shared his friendship, which includes our entire citizenship, sincere commiseration over the loss sustained by each and all.

In his family life loving and tender, in his official capacity earnest, sincere and untiring; in his intercourse with his fellows, kindly, sympathetic and cordial; he exemplified a devotion, a constancy and a charity which made his life a model in those respects. His character, life and work have become a part of our own, and will live after we have passed from life's stage.

“So earth has gained by one man the more,
And the gain of earth must be heaven's gain too;
And the whole is well worth thinking o'er.”

FARGO, NORTH DAKOTA.

June 15, 1907.

GEO. H. PHELPS,

F. LELAND WATKINS,

D. W. THOMAS,

Committee.

OLD SETTLERS

At a meeting of the Red River Valley Old Settlers' Association, Cass County Auxiliary, held Saturday afternoon in the Masonic Temple upon the death of Hon. J. A. Johnson, the following resolutions were unanimously adopted:

Resolved, that we have heard with heart-felt regret of the demise of our dear friend and associate in the Old Settlers' Association, Hon. J. A. Johnson, Mayor of Fargo, and the city's ever loyal citizen;

Resolved, that in the death of Mayor Johnson, not only the city, but the entire state has suffered an irreparable loss, for his aggressive public spirit was not confined to the city of his adoption, but extended over the entire commonwealth;

Resolved, that while our dear friend will never meet with us again in congenial intercourse at the meetings of this association, yet we shall always remember him with sincere affection, and shall always deplore his untimely death;

Be it further resolved, that the Cass County Auxiliary of the Old Settlers' Association, tender to the widow and the orphans, their sincere sympathy in this, their supreme bereavement of their lives, and may the good God heal their bruised hearts and give them that consolation that can only proceed from the Divine Presence;

And be it further resolved, that a copy of these resolutions be presented to the family of our deceased friend and also that a copy of the same be placed on file in the archives of the society. And that same be published in the Morning Call and Daily Forum.

WILLIAM H. WHITE, Chairman.

ISAAC P. CLAPP.

THOMAS BAKER, JR.

CHARLES A. MORTON.

NORTH DAKOTA MUNICIPAL LEAGUE

The following resolutions were passed by the North Dakota Municipal League in session at Grand Forks:

Whereas, it has pleased Him to whom we ascribe all things beyond the power of man, to remove our beloved brother and chief executive officer, J. A. Johnson, from our midst, he having died at Fargo, North Dakota, June 14th, now, therefore,

Resolved, that the Municipal League of North Dakota, recognizing as it does, his strong worth as a man, a citizen, and an officer of this league, hereby deplores his demise, and because he was of a kindly disposition, tender nature and ever solicitous for the happiness and harmony of his fellow man, we especially regret and mourn his loss; further

Resolved, that we extend to his widow and family our sincere sympathy in this, the time of their great bereavement and beg them to let the fact that this state wide organization mourns with them, comfort them in their sorrow and misfortune.

Resolved further, that these resolutions be spread upon the

minutes of this meeting and that a copy of them be sent by the secretary to the family of our deceased president.

The following resolution was then adopted:

Resolved, that in honor of the memory of our late president, J. A. Johnson, this meeting do now adjourn until 2 o'clock this afternoon.

H. AMERLAND,
W. C. RESSER,
A. G. LEWIS,
Committee.
LEE COMBS,
Secretary.

LODGES AND ASSOCIATIONS

Every lodge and organization of which Mr. Johnson was a member, and many to which he was not affiliated, have passed resolutions and presented copies to the family who are most grateful and fully appreciate the sympathy expressed. Those of the Commercial Club, the Old Settlers, and Municipal League are here reproduced because of their beautiful wording and expressions.

No resolutions are from the present Mayor and City Council of Fargo, though many have come from other Mayors and Council. Mr. Johnson was a member of the Honorable City Council for nearly twelve years at different times, elected to serve in this Honorable body, by the people. He died while still a member, as his term of office would not expire until April, 1908.

According to the Charter, his temporary successor must be chosen from the Council, by the Council, and the present Executive was elected by nine votes of the members of the Honorable City Council.

Fargo Forum, Friday, June 14, 1907. Morning Call, Saturday, June 15, 1907.

Shortly after 8 o'clock this morning, Hon. John A. Johnson,

mayor of Fargo, breathed his last after an illness of several months, the cause of his demise being Bright's disease.

While the mayor had been suffering considerable for the past year or two, it was only a month or six weeks ago that the disease developed to such an extent that it gave his family and friends any uneasiness. About the middle of May, Mayor Johnson took a trip to West Baden, Ind., springs, where he remained for two weeks, and on returning home a marked change for the worse was observed. The day after his return he visited his office in the city hall for a few minutes, and since then he had been confined to the house, gradually growing weaker and weaker until the last great change came, and he sank to his final rest quietly and calmly as a child going to sleep, with his family and a few very close friends at his bedside. So gradual was the change from life to death that it was hardly discernible.

ALWAYS BOOSTED FARGO

The death of Mayor Johnson is deeply regretted by the people of Fargo, and all over the state. He had seen this city grow from a comparatively small town to its present large proportions, and he at all times took a lively interest in all that was going on. He was progressive in his ideas and no improvement was contemplated that did not meet with his approbation. For the past year or so his health had been failing him, but his death came with such a suddenness as to shock all who knew him. It was known that he was very ill, but none, not even his own family, knew or thought that the death angel was so near. It was the intention of the family to have taken him to Minnesota this evening, but for a day or two he had been sinking. On Wednesday the attending physician told the family that his removal at this time would be fatal.

In his disposition, he was always kind and pleasant, and his charity was only limited by his purse, for the poor always found in him a friend. He was an interesting conversationalist, the life

of any society that he might choose to enter, and as a father and husband there were none better. In his office he was at all times dignified and graced the position as but few men could. He was a friendly man, and was pleased to have and entertain visitors. His home life was one which all might follow with profit, for he found his earthly rest there, and enjoyed being with his wife and family. He had been a familiar figure in the great northwest for nearly half a century, and in every walk of life he will be missed. The family of the deceased have the heartfelt sympathy of the people of this community. Many telegrams of condolence were received by his widow and children to-day.

FUNERAL ON SUNDAY

The arrangements for the funeral have not all as yet been made, but it is known that the services will be held on Sunday afternoon from the family residence and the Fargo Commander of the Knights Templar will have charge. The body will be taken the same evening to Marine Mills, near Stillwater, Minn., for interment, this being the mayor's former residence. There was an informal meeting of council held this morning, and a committee consisting of Aldermen Lewis, Elliott and Amerland, was appointed to arrange the proper details for attending the services in a body. For the present, or until after Sunday, the board of equalization will simply meet according to law, but will not attend to any business.

Morning Call, June 16, 1907.

Mr. Johnson traveled extensively in Central and South America and also in Sweden, Norway, Denmark, and other European countries. In 1897 he was tendered the position of consul to Guttenburg, Sweden, and declined which was a surprise to many of his friends there being over fifty applicants for the position, while Mr. Johnson had not filed any papers or made any application for it. Some of the twin city papers cartooned him as the

"*Fargo freak*," it being an unheard of thing for a North Dakotan to refuse a federal appointment, more especially one of so much importance and which carried so great honors as the one he refused.

Mr. Johnson was a member of the various fraternal organizations, such as the Masons, Oddfellows, United Commercial Travelers of America and the Zodiac, and held important official positions in all of them. In Masonry he was a Knight Templar and a member of the Mystic Shrine and was an officer of the Grand Masonic Lodge of Minnesota for a number of years. He was also deputy grand master of the Grand Lodge of Oddfellows for Minnesota for one term and represented his council in the Grand Council of Commercial Travelers of America.

While it was generally known that the mayor was not in good health, his death came as a surprise to nearly all, as the seriousness of his illness was not realized till near the last. A resident of Fargo more than a quarter of a century and much of that time closely identified with the official life of the city, Mayor Johnson was widely known and highly respected and esteemed among a large circle of friends. He always had in view the building up of the city along progressive lines and took a leading part in that work, never missing an opportunity to direct the attention of outsiders to the advantages of Fargo as the metropolis of the state, proud of her resources, prouder still of her people, and always loyal to her best interests as he saw them.

Mayor Johnson possessed a fine personality and easily made and kept friends. Possessing a wide experience and knowledge of men and events, he was always pleasing in conversation and never failed to attract attention wherever he happened to be. No person, however humble, could appeal to him without receiving sympathetic consideration and anything the mayor could do for him was done, even if it meant personal sacrifice. In his official capacity he was ever alert and quick in coming to a decision. He presided over the council meetings with dignity and insisted upon

speedy but careful dispatch of business. Upon matters of policy he announced his decisions with earnestness and conciseness that commanded respect.

He will be missed as mayor and as a kindly, genial, wholehearted and friendly man. He will be missed in the home, and the bereaved family has the sympathy of all. A believer in the strenuous life, he died in harness, only giving up when the struggle was no longer possible, and thoughtful of the city's interests to the last.

In 1900 when the matter of establishing the public library was being discussed quite generally, Mayor Johnson conceived a novel and what proved to be a very successful plan to secure a large number of valuable books with but a nominal expense. His plan was to write to a couple of thousand or more of the leading statesmen, educators, professional men and business men all over the United States, and request that they donate one or more books to the Fargo public library, placing their autographs in the fly leaf of the books contributed. Mayor Johnson carried the plan into execution and at a nominal expense there was secured for the Fargo public library upwards of 2500 books and pamphlets of great value, some of them the finest books in the library. Some of the most prominent citizens of the republic contributed valuable books and expressed their pleasure at the opportunity to make the contributions. With a large number of local citizens contributing books and funds the public library was started and the Masons, of which body Mayor Johnson was a member, provided headquarters in the temple till the Carnegie library building at the corner of Robert street and Second avenue north was completed.

Mayor Johnson was one of the initial movers in the organization of the Tri-State Grain and Stock Growers' Association, the largest organization of farmers meeting in annual convention in the world and since the organization until his health failed he with President Worst of the Agricultural College had more to do

with continuing the organization and making the conventions great successes than any other person.

Before the organization of the Commercial Club and during his former terms, Mayor Johnson met with such remarkable success in the securing of conventions for Fargo and took such personal interest in making the gatherings a credit to the city that he was termed the convention mayor. He was always called upon to assist in a leading role whenever anything of prime importance requiring a hustler and a man of great influence was under consideration. When the Commercial Club was organized, a determined effort was made to secure the then former mayor for secretary on account of his well-known ability as a hustler for Fargo, and he was offered much better inducements than the club felt it could afford to offer to any other man, but he felt that the work would be too strenuous for him, owing to his poor health.

When Mayor Johnson became a candidate for re-election in the spring of 1906, after having been in private life for four years, there was little opposition to his candidacy and his majority was overwhelming. While his failing health during his last term as mayor precluded his being as active as during former terms, he nevertheless, kept his mind upon the administration of the city's affairs and devoted nearly all of his time to the government of the city, keeping close watch over every department and not failing to impress his personality upon every department of government. One of his last official acts was to insist that there must be no baseball played within the city limits on Decoration day, the day set aside for honoring the dead of the war of the rebellion. A veteran of the war himself, he always had a warm place in his heart for the old soldiers and insisted upon Memorial day being properly observed, so far as he as mayor was able to control its observation in the city.

In his young years, a railroad man, and during the war a locomotive engineer in the service of the U. S. government, Mayor

Johnson appreciated the railroad boys and they always had in him a warm friend and sympathizer in their difficulties. He was also popular with the boys of the fire department, and the police, and he always insisted upon the observance of his regulations as mayor.

At an informal meeting of the city council yesterday morning, Aldermen Lewis, Elliott and Amerland were appointed to arrange for the council's attending the services in a body and regarding floral tributes, etc.

A meeting of the Commercial Club was held last evening, Vice President Sweet presiding, and a committee, consisting of Messrs. W. D. Sweet, C. H. Anheier, G. H. Phelps, W. W. Smith and I. P. Clapp, was appointed to arrange for securing a floral tribute and other matters, and Messrs. Phelps, Thomas and F. L. Watkins were appointed to draft appropriate resolutions. Another meeting will be held this evening.

A meeting of the G. A. R. has been called for this evening to take action in connection with the death of the mayor.

A meeting of the I. O. O. F. of which the mayor was a member, will be held to take appropriate action.

A committee was selected yesterday by the Lutheran Free church conference, in session in Oak Grove, to prepare resolutions touching the death of the mayor.

Funeral services for the late Mayor J. A. Johnson will be held at the residence, 1325 Third avenue south, this afternoon at 4 o'clock, and will be private. The body will lie in state at the residence from noon till 3 P. M., during which time the public will have an opportunity to view the remains.

The services will be under the auspices of Auvergne Commandery, Knights Templar, and the ritual of that body will be used. After the funeral this evening the body will be conveyed to the G. N. and taken to Marine Mills, Minn., accompanied by members of the family and friends. At St. Paul, Monday morning, the funeral party will be joined by the youngest son of the

deceased, Lawrence E. Johnson, and Alice Johnson, when the sad journey will be continued to the final resting place. Funeral services will be held at Marine Mills, where the body will be interred near those of his father and mother.

Dr. R. A. Beard of the First Congregational church will have charge of the religious services at the residence this afternoon, and Dr. S. J. Hill will have charge of the Knights Templar services, assisted by other members of the commandery. The active pallbearers will be knights of the commandery. The honorary pallbearers will be James Kennedy, Hon. B. F. Spalding, S. G. Roberts, James Ecker, W. C. Resser, J. J. Jordan, Peter Elliott and E. E. Cole.

The funeral arrangements by the Knights Templar were concluded last evening. Messrs. Thos. Hall, E. C. Manning, Archie Craig, S. G. Wright, A. O. Rupert and Dr. G. A. Carpenter were selected as active pall-bearers. Messrs. E. G. Guthrie and G. C. Grafton were appointed to watch at the residence last night. The pallbearers will watch in details from 12 M. to 4 P. M. to-day. All will be dressed in the full uniform of the Knights Templar with draped sword hilts.

The members of the Commercial Club will meet at the club rooms this afternoon at 3 o'clock for the purpose of attending in a body the funeral of the late Mayor Johnson at the residence, which takes place at 4 o'clock.

Fargo Forum, June 17, 1907.

Solemn sounds the funeral chime,
Notes of our departing time
As we journey here below,
Pilgrims through a world of woe.
Mortals now attend — a tear
For mortality is here.
See how bright the trophies wave
O'er the portals of the grave.

BY THIS SIGN THOU SHALT CONQUER.

What means to us the rose-like cross?
That he who lives for self, must suffer loss,
But he who builds the brotherhood of man
Shall rise within the Temple's wondrous plan.

Most solemn and impressive were the services held over the remains of the late Mayor J. A. Johnson, Sunday afternoon at the beautiful family residence on Third avenue south. There was a large attendance of friends and lodge members, the latter with the exception of the Knights Templar, attending individually rather than as a body.

Each lodge and association of which the deceased was a member was represented by a committee, as it had been the request of the family that the funeral be conducted with as little display as possible. The old settlers were represented by James Holes, J. W. Morrow, W. R. Edwards, G. J. Keeney, W. H. White, Judge H. F. Miller, Col. C. A. Morton, M. Holcomb, Maj. C. W. Darling, J. D. Benton, Samuel Mathews and Col. W. F. Ball.

There was a very large display of floral offerings, sent by loving friends, the casket was hidden from view by them.

During the services Mrs. E. R. Wright rendered in a beautiful manner three solos. The religious services were conducted by Rev. Dr. R. A. Beard of the First Congregational church, and he made an address that was both touching and most timely. Most feelingly did he speak of the excellent life of the deceased; of his thoughtfulness for the comfort of others, and how he had done much to build up the city, and that such men were a credit to any community in which they might have lived. It was an address that was listened to with the closest attention, for it was sympathetic and masterly.

After the religious services were concluded, the Knights Templar took charge of the funeral and the beautiful and impressive ritualistic ceremonies of the order were conducted by Dr.

S. J. Hill, Colonel Gearey and other officers of the commandery. While the casket was being removed from the house, the temple band rendered in a most beautiful manner the hymn, Nearer My God to Thee, while those about the house and grounds stood with uncovered heads as the casket was borne by the Sir Knights to the hearse. The procession to the Great Northern depot was formed in the following order:

Temple band.

Auvergne Commandery.

Honorary pall bearers in carriages.

The funeral car and active bearers.

Members of the family in carriages.

Chief, captain and sergeant of police.

Fargo police force.

Carriages and citizens on foot.

At the depot the Sir Knights drew up in open order and the hearse passed through the line and the casket was removed and placed in the rough box and at 10:40 P. M. last night the funeral party started for Marine Mills, Minn., where this afternoon the remains will be interred near the graves of the parents he loved so well.

While the body lay in state at the family residence Sunday afternoon, hundreds called at the house to take a farewell look at the features of him whom the city had honored so many times with positions of trust, and there were many tears shed by old friends, who had long been associated with the deceased.

Morning Call, June 18, 1907.

The body of the late Mayor J. A. Johnson, five times elected chief executive of the city, was conveyed to the Great Northern depot, Sunday afternoon shortly before 6 o'clock under the auspices of the Knights Templar, concluding the final rites in connection with his death.

The funeral pageant was one of the most impressive ever seen

in the city. Led by the Temple band, then came the Knights of Auvergne Commandery in full uniform, the honorary pallbearers in carriages. The funeral car came next and the active pallbearers, followed by members of the family in carriages. Then came the police force, headed by the chief, captain and sergeant, after which came citizens in carriages and on foot. On arrival at the depot, the Knights Templar drew up in line and the casket was removed and prepared for shipment and at 10:40 Sunday evening, the funeral party boarded the train en route to Marine Mills, Minn., where final interment was made yesterday under the auspices of the Knights Templar of that city.

The body lay in state Sunday from noon to 3 P. M., and hundreds of people, old friends and acquaintances, called to take a last look at the former mayor, so well known and respected in the city and over the state.

The funeral services at the residence at 4 o'clock, Sunday afternoon, were private, only the immediate members of the family and representative delegations from the Cass County Old Settler's Association, the Commercial Club, the U. C. T. and other organizations being present. There were numerous floral displays. Mrs. E. R. Wright rendered very nicely several fine vocal selections and Dr. R. A. Beard of the First Congregational church made a brief but very impressive address. The Knights Templar took charge after the religious services and Dr. S. J. Hill, Col. E. C. Gearey and other officers of the Commandery participated in the ceremonies.

Entertainment Committee: The Loyal American picnic for Sunday June 16, has been postponed on account of the late Mayor Johnson and the date will be announced later.

B. L. Kimball, Sec: All Elks notified to attend the funeral services of Bro. J. A. Johnson to be held at his residence at 4 P. M. Sunday afternoon.

G. W. Wasem, E. C.: Members of Auvergne commandery, Knights Templar, should attend the meeting to be held this

evening at the Masonic temple to complete the arrangements for attending the funeral of our departed brother, Sir J. A. Johnson. The hour for the meeting is 8 sharp.

Thomas Hall, W. M.: All Blue Lodge Masons who cannot participate in the Knight Templar services at the funeral of our late Brother J. A. Johnson, are requested to meet in the Masonic temple at 3 o'clock Sunday afternoon and attend the services as a Masonic citizen body.

F. J. Thompson, Recorder: All Knights Templar are requested to meet at Masonic temple at 3 o'clock Sunday afternoon to take part in the Knight Templar services over the remains of our late Sir Knight John A. Johnson. The services will be held at the house promptly at 4 o'clock under the direction of Past Eminent Commander Sylvester J. Hill. The commandery will leave the temple promptly at 3:30 o'clock.

R. S. Lewis: The members of the Commercial Club are requested to meet at the club rooms at 3 o'clock this afternoon for the purpose of attending in a body the funeral of the late Mayor Johnson, which will take place at the residence at 4 o'clock.

Chas. A. Wilson, Sec.: Out of respect to our late mayor, Hon. J. A. Johnson, whose funeral will occur on Sunday, the 16th inst., the band concert sheduled for that date on the fair grounds, will be postponed for one week.

City Official: It is hoped that all of the city officials and members of council will meet at the city hall to-morrow afternoon in time to attend in a body the funeral of Mayor Johnson.

S. W. Townsend, Commander: There will be a meeting of Fargo post of the G. A. R. this evening at 8 o'clock and every member should be in attendance to arrange to attend the funeral of the late Mayor Johnson.

Yesterday was flag day and a number of business houses and private residences displayed the national colors. In several instances, particularly at the Case Threshing Machine Co., the public library, the Fargo Foundry Co., the Masonic temple, the

Huber Manufacturing Co., all had their flags at half mast, in honor of the dead. A large number of telegrams were received during the day from different cities and from state officials, extending their sympathy to the family of the deceased.

At a meeting of Shiloh lodge, Masonic, held last night the fact of the death of Mayor Johnson was announced and several of the members spoke most feelingly in his memory.

As soon as the management of the Fargo Athletics heard the funeral of the late Mayor Johnson was to be held to-morrow afternoon, Fergus Falls was wired not to come for the baseball game to-morrow afternoon, and there will be no contest of any nature at the park. A number of fans will also attend the funeral services.

Yesterday afternoon during the services of the Salvation Army, Capt. A. D. Jackson spoke most feelingly of Mayor Johnson, who he said had done much for the army, assisting the officers in many ways, and he spoke of the kindness of his heart, and his willingness at all times to assist any one in distress.

Geo. E. Duis, Mayor of Grand Forks to the City of Fargo: The officials and citizens of Grand Forks extend to your council and citizens our heartfelt sympathy in the loss of your honorable mayor.

M. H. Jewell, Editor Bismarck Tribune, in referring to the death of Mayor J. A. Johnson, the Bismarck Tribune expresses its respect and esteem for the late executive of Fargo in the following editorial note:

The death of Mayor Johnson of Fargo removes a well known citizen of the state and a picturesque official, whose zeal and perseverance did much to keep Fargo before the world. He had much interest in his work as mayor, which office he held for a number of years. He did much to bring conventions and public meetings to Fargo and in that way promoted the business welfare of that city and contributed to its growth. While he had been a sufferer for years, the fact that he was so critically ill

was not known to many of his friends and acquaintances throughout the state, who will unite in expressing regret at his death.

H. C. Plumley, Editor Fargo Forum: J. A. Johnson, five times elected mayor of Fargo, died at his residence early Friday morning. The deceased was a pioneer resident of the city and no man in Fargo's official life was ever a more consistent worker for its upbuilding. He was one of the best single handed boosters that ever held an office in Fargo. His work was along conservative lines and for those things which would have a tendency to advertise Fargo widely and bring people to the city. Prior to the organization of the Fargo Commercial club his activities along these lines were marked and the name of Fargo was always kept to the front. He was a genial, kindly man, who had been a striking figure in Fargo's municipal development from the earliest pioneer days to the present time. He died in the harness, as mayor of the city he loved so well.

J. J. Jordan, Editor Morning Call: In the death of Mayor J. A. Johnson, the people of this city and state will feel that they have lost a personal friend. An old pioneer of the state, five times mayor of the city and prominent in business and municipal affairs, it may well be said he was without a personal enemy. Kind hearted almost to a fault, self-sacrificing to a never-ending degree, he was all that goes to make the good citizen, the devoted husband, the doting father, the true friend. His heart went out to every worthy cause, and his voice and acts were ever in behalf of the right. As a promoter of the upbuilding of Fargo he stood without a peer — day or night, rain or shine, his time and energy were ever at the command of the city. We shall all sorely miss him as a friend, a neighbor and a citizen.

It is doubtful, very doubtful, if the city of Fargo ever had a mayor who will devote the time and take the interest in affairs municipal that the lamented Mayor Johnson did.

No finer tribute could have been paid to the late Mayor Johnson than that which was shown by the presence at his funeral

of a large number of the laboring classes. All that has been said of his being popular with this class is thus amply verified. The man who has the friendship of the "tin-pail brigade" has something to be proud of.

Geo. Holgate: Our city papers of Monday giving an account of the funeral services of our late mayor, J. A. Johnson, gave a wrong impression both to the family of our late mayor and the citizens of the city, wherein they state that the procession was headed by the Temple band. This looks to any one not acquainted with the facts that we were either hirelings or that we were under obligations to the Knights Templar to turn out with them. This was not the Temple band, but was the band boys of the city, and we turned out to the funeral in a body to show our respect for our late mayor, who was always a warm friend of ours, and was always willing to help a city band both financially and every other way possible, and the family has the sympathy of the band boys in the loss of husband and father.







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